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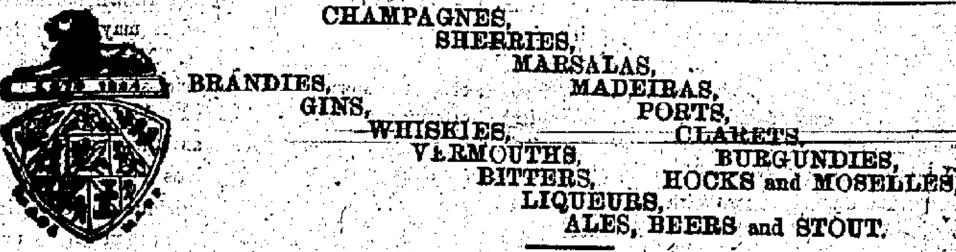
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of the objections of the original, the

Foreign Representatives were unable to

approve the document and could only

refer the Chinese Government once more

to the 1905 draft. The regulations

are still " under consideration," and are

likely to remain so until the Chinese

Government is able to agree with the

Powers as to what is meant by the term

"reasonable regulations." The Treaty in

that respect, as in many others, remains

practically a dead letter. Not entirely,

however, for it is possible to register trade-

marks with the Imperial Maritime Customs

The "provisional regulations," to which

we have alluded, provided for the establish

ment of a Bureau of Registration, and the

Maritime Customs at Tientsin and Shanghai

were designated to serve as Branch Offices

for receiving applications. Though the

regulations as a whole were unacceptable to

the Powers, the Maritime Customs at

Shanghai has continued to record the trade

trade-mark owners to take advantage of this

facility, "which may prove of great

initiated." We note with satisfaction that

no reluctance has been shown by the local

authorities at Shanghai to prohibit by pro-

clamation the imitation of British marks

when requested to do so, and that several

Chinese convicted of improperly using

British-owned marks have been punished

at the Mixed Court at Shanghai with very

salutary effects. There is something

characteristically Chinese about all this, for

China seems to be under no obligation to

issue these " proclamations having the force

of law" unless the marks they concern (vide

the United States Treaty) " have been regis-

tered by the proper authorities at such

offices as the Chinese Government establish

for such purpose, on payment of a reasonable

fee, after due investigation of the Chinese

authorities and in compliance with reason-

able regulations." That the local authorities

at Shanghai do now actually prohibit by

proclamation the imitation of foreign trade-

marks when requested to do so, shows

clearly enough that there is little or no

excuse for the unconscionable delay in

pirated in China to-day as ever they were.

A Chinaman was sentenced to penal servitude

A 45 h.p. six-cylinder noiseless Napier motor

More than ordinary excitement was occasion-

ed at a gambling raid which took place at

Quarry Bay on Monday. Eleven men were

before the Magistrate yesterday, when the

leaders were fined \$50 and the remainder \$3

On the recommendation of Mr. Cyril B

already many of us, who have none of his great

gifts, can perceive clearly enough that its

consequences are extending throughout Asia.

merely new, as Italy and Germany are new. 'It

is unique, bringing into the commonwealth of

arrested, but four jumped into the sea, drag-

car has been constructed for the Queen of

for life at the Singapore Assizes for returning

100 miles distant moving W.N.W."

proved by Her Majesty personally.

from banishment.

use as proof of ownership

registration of trade-marks has



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IN PINTS & SPLITS

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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the

Editor, not for publication but as evidence of All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be

inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of Siam. The carriage work details have been publication. After that hour the supply is carried out from designs submitted to and aplimited. Only supply for Cash. Telegraphic Address: PRESS.

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HONGKONG, NOVEMBER 17TH 1909.

"No progress appears to have been made Rootham, organist of St. John's College, Mr. by the Central Government towards issuing organist at Shanghai. Mr. Hurry has been satisfactory regulations for the registration assistant to Mr. Rootham, who has written of trade-marks." This extract is from the British Consular Report on the trade of Shanghai, which was presented to Parliament last month. China, by Article VII. of the Cathedral authorities have every conthe Mackay Treaty of 1908, undertook to Idence that in Mr. Hurry they will have a establish offices where foreign trade-marks not due till December 22. might be registered on payment of a reasonable fee. Regulations had consequently Ito the Times says :- He has had the supreme to be drawn up. In the American Treaty it was stipulated that these should be "reasonable regulations." In 1904 China published what were described as "provisional plished. He has watched by the cradle of trade-marks, but many of them were of unreasonable a character as to render the draft unacceptable to the Powers. The counter draft submitted by dure. He has, indeed, not seen what will Foreign Representatives to the Chinese Government in 1995 formed the subject of discussion for some time, but towards the end of 1906 an entirely new, long and complicated draft was submitted by the Chinese Government. It proved to be almost as unacceptable as the original draft, and the | and that before long they may profoundly affect the thought, as well as the politics, of mankind. Chinese Government were informed that The nation which Prince Ito has created is not the 1905 draft was considered the document on which future negotiations should be based. Notwithstanding this intimation, a civilized peoples traditions, habits of thought, sevised version of the 1906 draft was sub- and ideals unknown to them before. That is what makes Ito's work so momentous, and what requently submitted by the Chinese Govpromises to give him a place spart in history." ernment, but as it still contained many

TELEGRAMS.

Protected by the Telegraphic Message

Copyright Ordinance, 1894. REUTER'S SERVICE TO THE "HONGEOMS."

DAILY PRESS."

KING MANUEL AT WINDSOR.

LONDON, November 16th. King Manuel of Portugal arrived at Portsmouth and was received by the Prince of Wales. He proceeded to Windsor, where King Edward and Queen Alexandra and other royalties welcomed His Majesty.

TURKEY'S PROSPECTS.

LONDON, November 16th. The Sultan of Turkey, in opening marks sent to them for that purpose, and the Parliament, referred to the extension Consul-General strongly advises British of military service to all subjects of the Empire and dwelt on the necessity for perfecting the army and the navy. He was glad to say that the relations with other Powers were of the friendliest character.

> The Estimates show a deficit of £4,427,807.

THE ANARCHIST AT CANEA.

LONDON. November 16th. A bomb exploded at Canea near the Chamber, but the damage done was slight.

It is believed that the object was to prevent a meeting of the Assembly to elect a government.

PERSIA'S PARLIAMENT.

London, November 16th. The Shah opened the Parliament at Teheran yesterday.

THE HIPPODROME CIRCUS.

issuing, conformably to Treaty stipulation. Bysnek's circus opened at Causeway Bay last "reasonable regulations" for the registranight before a large and appreciative audience Although we have had a surfeit of ollege tion of trade-marks. Foreign trade-marks, performances of late, the Hippodrome pro patents and copyright are as flagrantly gramme is so novel and interesting that it can

sesreely fail to attract large numbers. The performance opened last night with six horse entree by the ladies of the troups, after which Mr. Jones introduced his performing elephants, and remarkably clever elephants they A typhoon warning received by the American proved the meelves. Besides balancing where Consulate-General, Hongkong, from the Manila they had scarcely room to stand and travel-Observatory at 10.05 a.m. yesterday, read:ling across the arena on a large barrel, "Cyclone or Typhoen W. of Lusen more than they waitzed well to music, earning their trainer a great ovation. Miss Florence then intruduced the equine midget marvel Black Diamond, a sure footed little pony which astonished the spectators with his remarkable jumping feats. Le Dial and Romah, the clowns, then gave an exhibition of hat throwing, after which M. Dalbanie appeared in the event termed balancing extraordinary, ... This performer seemed to be as much at home on the top rung of an unsupported ladder, or on a pole, as an ordinary person is on the ground, and his jumping feats on a wheel were exceptionalging a lukong with them, and managed to ly clever. Miss Virginio's equestrionne act *scape. The others made their appearance pleased the spectators, and the clowns Roccoo and Le Dial ticked their risible faculties while the Mysore Troupe of acrobats were preparing for their display. And what these clever performers could not do in the acrobatic line is scarcely worth knowing, their double somer-Ronald B. Hurry has been appointed Cathedral saults, their head to head balancing other feats, being exceptionally brilliant. Next to appear was Mookerjee enthusiastically about his friend and quondam and his assistants in the triple horizontal pupil. As it was on Mr. Rootham's introbar display. The principal, who is active duction that Mr. Pullen came out to Shanghai, as a monkey, crowns his thrilling feats by swinging from one horizontal bar to a Mr. W. E. Preston sub-manager. Hongkong theories a sufficient grasp of the ethnic condithird, a distance of fourteen feet, turning residents will hope that Mr. Whitehead may tions of these Aegean lands. This want of a somersault across the middle bar while yet serve many years at the head of the great worthy successor to Mr. Pullen. Mr. Hurry is in mid air, and another double somersault after gripping the last bar. The graceful to its present high position. Commenting on the assassination of Prince figures of a Spanish dance were admirably portrayed by the Misses Catharine, Bella, Elsie his experiences by indulging in a little electionhappiness of living to see a singularly great and Marie, and Dicky Bell carned an ovation for sering work during his holiday. As a Tariff and daring ideal, formed in the first years of his clever vaulting act. Miss Lallah Ashby's Reformer and an opponent to Mr. Lloyd his manhood, fully and permanently accommodern Japan, and he has seen her attain to hand to hand balancing feats of the Carpie her high place amongst the nations. Unlike Brothers earned for those intrepid performers Cayour, he has not been called away untimely. before his work was consolidated, and before the hearty cheers of the spectators. Mddle, E. Walbourge put the graceful Arab steed feel satisfied that it would enteresting performance, and the programme its outcome for Japan, for Asia, and for the world That it a vecret from the wisest and concluded with the introduction of the must remain a secret, until time shows which performing lions by their trainer, Mr. G

> to the tent at Causeway Bay. There will be a matinee this afternoon starting at 4 p.m.

> Urban. Under Mr. Urban's tuition the wild

nature of the ." king of beasts" has been sub-

dued, and his little family have been made

last night proved very interesting, and the

trainer was evidently a warm favou rite with the

speciators. Taken as a whole, the performance

is an excellent one, and should well repay a visit

docile that a lamb might lie down

them while the trainer was standing

The display which his pets gave

LOCAL SPORT.

INTERPORT CRICKET.

The following have been selected to play for Hongkong against Shanghai:-

W. C. D. Turner. Capt. H. H. H. C. Baird, The Buffs.

T. E. Pearce. Capt. Garnett, R.G.A.

R. E. O. Bird.

A. C. E. Elborough. R. E. H. Oliver.

Lieut, Bagnall, R.G.A. W. N. Edwards.

Lieut, Anderson, The Buffs.

Lieut. Green, The Buffs. The team to play against the Straits will b

selected from :--

W. C. D. Turner. Capt. Baird.

T. E. Pearce. Capt. Garnett.

R. E. O. Bird. A. C. E. Elborough.

Rev. F. H. Maundrell, R N.

R. E. H. Oliver. Lieut. Bagnall.

Lieut. Green.

R. O. Hutchison.

We have received from Messrs. Lane, Craw. ford and Co. a copy of the Referee's Chart for season 1909-10, issued by the Footbal Association. The booklet is very useful, and those who follow the game will find the problems set very interesting.

DUTCHMEN AT FOOTBALL.

The match between members of the Dutch Squadron and several local Hollanders assisted by Hongkong Football Club players took place on the Club Ground yesterday. The game was interesting, as showing the capabilities of the Dutch as footballers, but the local team were too strong and won by three goals to one.

THE POSTPONED HOLIDAY.

The following letter than been sent by the Chamber of Commerce to the Government:-Hongkong General Chamber of Commerce 13th November, 1909.

SIR,-Ata Meeting of the Committee of the Chamber held on Monday, the 8th instant, the question of the belated cancellation of November the 9th as a Public Holiday was discussed.

My Committee felt that His Excellency the Governor should be acquainted with the views expressed at this Meeting on the matter, because it is so fully recognised that anything affecting the commercial well-being of the Colony, receives most sympathetic consideration at his hands.

place by his own admission more that four I am, therefore, to sek you to be good enough hundred years before his own day." to place this letter before His Excellency. My Committee consider that the recent action of the Secretary of State in delaying the issuing

of instructions for the non-observance of His Majesty's Birthday, until so near the date. was

It has been represented to my Committee that in many cases the sudden change of programme upset the business arrangements and in general caused considerable inconvenience.

The date fixed for the obsequies of the late Empress Dowager of China was well-known some weeks ago, and it therefore seems to my Committee that if His Majesty's Birthday Celebrations were to be postponed the commercial community should have received earlier notification .- I have, &c.,

(Sigd.) E. A. M. WILLIAMS. Secretary. Hon. Sir F. H. May, K.O.M.G.,

"HONGKONGITES" IN ENGLAND.

Colonial Secretary.

date of 27th October :--Of old China residents no one was better known, better liked, or did more genuine work for Hongkong than "The Tribune of the People," Mr. T. H. Whitehead, for some years past joint manager of the Chartered Bank. Your readers will be pleased to hear that, owing to this view. Mr. Hogarth does, indeed, speak of the retirement of Mr. Caleb Lewis, after over what he calls Danubian culture having had confifty years' service in the Bank, thirty-five years | siderable influence on Greek art, but speaks in a of which were spent in the head office, Mr. hesitating manners if the matter were one hard-Whitehead has now become senior joint manager. It worth serious consideration. Unfortunately Mr. Thomas Fraser becomes joint manager and in no case have the authors of any of these various institution which he has done so much to bring confusion of ethnic and geographic terms.

graceful equipoise on the silver wire was an George's Socialistic Budget, he went down to fier- cally different ethnic types, each having an equal on behalf of the Unionist candidate, Mr. Damphreys. It would be well it some more of our least Semitic Phoenicians, and over all pre- or Hongkong friends made use of their abilities proto-Semites, Minyes, Minoans, Minseans, &c. and experience during their visits to this country to oppose the growing forces of irrational socialism which are becoming a very real and primary ethnic sub-divisions. Hittites must be serious danger to Imperial trade.

The numerous friends of Mr. S. J. Hanisch. of the Imperial Chinese Maritime Customs, will regret to hear that he is still on the sick list. I met him a day or two ago with Captain Lincoln. of the s.s. Kwanglee. There is no more popular member of the Customs service on the China coast, and I am sure the news that he is on the way to recovery will be welcomed by them. It is now several years since Mr. Hanisch was stationed in Hongkong, but he left there a record of good work performed with a geniality that won him friends in every sphere of life | tion for any thesis on the original starting which many men might envy.

IONIA AND THE EAST

A REVIEW.

Hellenes in Europe, and their settlement in argument. Aegean lands; if any reader thinks so he is doomed to disappointment. Mr. Hogarth's lectures. utterly ignoring the researches of the last ten years, simply follow the story as told by Thucidides without evincing any effort at examining the grounds on which he founded his theories, for theories lacking the substratum of written or monumental evidence they by most modern anthorities are acknowledged to be. Speaking of these stories of Thucidides an authority of some thirty years ago remarked:-"When Thucidides was about to trace the course of that disastrous expedition which the sagacity of Pericles had by anticipation emphatically condemned, he thought it right to give a brief sketch of Hellenic colonisation in the island of Sicily. The sketch is drawn with all the confidence and completeness of a man who feels sure of the trustworthiness and completeness of his evidence. Nothing can be more precise than his ethnology, nothing more definite than the dates which he assigns to the several Greek settlements in the island. From first to last the narrative is to all appearance thoroughly probable; but the account which he gives of the Trojan war has the same air of likelihood. In the latter case we know the process by which this result has been obtained, and we have no guarantee that his early Sicilian his-

tory may not be of the same kind. This,

at least, is certain, that for none of

it was there any contemporary registration

and that most of the events recorded in it took

It is quite true that the writer here was the late Sir George Cox, and the school that he represented has long ceased to carry any critical weight with the present generation; but the comparison of the description with that of the battles before Troy cannot be got over. Thuci dides had not, any more than we have to-day, any evidence to go on which the critic can accept as historical, and the very fact of the ultracocksuredness of our author must with all reasonable minds throw discredit on the entire | whom they had displaced. narrative, and compel us to discuss from the very beginning the conditions. The view adopted by Thucidides would make Hellenic civilisation of the Aegean lands to have been practically autochthonous, or at least of absolutely earlier date than its surroundings. and to have spread from the Hellenic centres in the Balkan peninsula to neighbouring lands. Modern critics, largely German, amongst whom we may mention Hubert Schmidt and Professor von Stern, reasoning on the occurrence of works Our London Correspondent writes under of art in an already advanced stage in the districts watered by the great rivers of southern Russia, in Galicia, and upper Austria, have advanced a theory that Hellenic civilisation actually sprang into existence in these regions and certain facts in connection with late dis coveries at Knossus in Crete land support to knowledge has led Mr. Hogarth into an entire most marked instance of this consists in his Mr. H. E. Pollock, K.C., has been adding to using the term throughout of Aegean, as denoting the inhabitants of Anatolia. Of course the ethnographer is aware that few districts of equal size enclose so great a number of radi-These are but a few of the best known, and these include at least four of what may be called clasted emongst the Tauric stock, by some ethnographers denominated Alpine. Later Lydians and Phrygians as belonging to the sub-Germanic type. Mysians and Karlans as

Pelasgio and later Phoenicians as Semitic. All these, it is to be remembered, are Ionic immigration into the Ionic lands, whencesoever that had its origin. Mr. Hogarth to all appearance in his classification of all as "Aegean" would have us see no distinction: assuredly a poor preparaplace of the Hellenic migration.

Max Muller in a somewhat fantastic sketch of human origins, founded, as Mr. Hogarth's, on an insufficient foundation in ethnography, would refer all the various tribal distinctions to a comprehensive class which he denominates Aryan, comprising Germans, Franks, Gotae, No one is entitled to speak on the early and Sarmatians, as well as the true Aryans histories and wanderings of the Hellenes with and Iranians; and all these, he assures us, at greater authority than Mr. D. G. Hogarth. one time dwelt together in Central Asia. Mr Hogarth was for many years connected [There is a very considerable bed rock of truth with the British School at Athens, has been in this, but the truth has to be dug out, dressed engaged in extensive explorations on the site of and sorted before we can put it in our cases, and the great Temple of Diana at Epheans, and label it. One of the facts that we are forced elsewhere in Asia Minor, and has been in close as ethnographers to recognise is that long touch with Dr. Evens in Crete, and most of the prior to their arrival in European lands the other recent explorers. He is besides a fellow of | Hellenes, or rather their ancestors, must Magdelen College, Oxford, and so in contact have come in close contact with the Franciscs; with all recent writers on classical subjects. only thus can the numberless affinities in He lately delivered six lectures on the thought and language be reconciled. But there early history of Greece before the Uni- have never been Iranians in Europe. Again versity of London, and these lectures have been | the intimate structure of Hellenic speech shows revised, and are now published by the Oxford that similarly it must have been in close University Press in a volume some 117 pages | contact with the Sanscrit-speaking, true Aryans. long, entitled Ionia and the East, which has met | We must conclude that the Hellenes were at with favourable notice from the Press at Home. one period dwellers in the lands of Central Asia, It is not too much to say that the volume is and here myth and tradition come to our aid. disappointing. Coming from so high a source | How did they get to Europe, and when P Mr. it might have been anticipated that the reader | Hogarth is silent on this essential point of their would find information on the latest theories history. He would have them, in fact, come with regard to the first appearance of the from Attica. as if that helped him in his

As a fact the Hellenes came immediately from the countries watered by the great rivers of southern Russie; and in this the school represented amongst the Germans by Hubert Schmidt and von Stern is undoubtedly in the right. Herodotus, though not a historian in the sense in which Thucidides was one, was far in advance of him in one respect; he wrote down without note or comment what had been told him, and his myths form a far surer foundation for the recovery of what has been called prehistoric history than the smooth and polished paragraphs of Thuoidides, which bear on their face the evidence of razor and smoothing iron. With the authority quoted by Herodotus, Aristean of Prokonnessus, agress so closely with the Mandesn stories contained in the Zeud Avests, that we cannot doubt their genuine character: and this in turn is amply confirmed by early Chinese tradition. The foundation of fact in all the myths is a hostile movement of the "Arimaspian" peoples of northern Asia. which broke up the old Airyano, and compelled Aryans, Iranians and Salyans to migrate in different directions. The Aryans moved across the Hindu Kush, the Iranians across the Kopet Dagh into Khorassan and Persis, and the Salyans, eventually to become the Hellenes, follow ed the eastern shores of the Caspian into the Kirghia stoppes, and eventually into south Russia. The whole movement was an anticipation of the movement of the Angles and Saxons from the mouths of the Elbe and Weser, nearly two milleniums later. As the Angles and Saxons without co-operation founded independent kingdoms in East Anglia, Wessex, Morois, Northumbria, and eleswhere, so did the Hellenes found separate settlements in Ionia, the Peloponnesus, Calabria, and Sicily. Norcriticism itself is reasonable and fair, and the | thumbris or East Anglia was no more a colony of Wessex or Mercia than was Ionia, or Magna Grecia of Athens or the Peloponnesus. Moreover, in both cases the result was a return to barbaric conditions, followed in both instances by the gradual conversion of the new-comers to the culture and religion of the older-settled folk

> This is the true lesson to be taught by the study of the earliest traditions of ancient Hellas, and not the unintelligent version of Thucidides which Mr. Hogarth from lack of ethnographic knowledge has attempted to set out in his recent work -- "Ionia and the East."

LARGE TOURIST PARTY IN HONGKONG.

Yesterday Hongkong was visited by a large number of "around the world" tourists from Los Angeles, California, who, came down from Shanghai by the Princess Alice. They left San Francisco on September 6th, and after spending four weeks in Japan, put in a couple of weeks in China. The party leaves to-day by the German Mail steamer for Singapore. Their itinerary includes tours in Java, Burma, North and South India, Ceylon, Egypt and Europe Mr. D. F. Robertson, manager of the Steamship Dept. of the German-American Savings Bank at Los Angeles, is conducting the tour, and the members of the party are:-

Mr and Mrs Sidney A. Butler, Miss Rath Church, Mrs W. H. Carson, Mr and Mrs R. V. Day, Mr and Mrs A. C. Freeman, Mrs. W. W. Hadley, Mr and Mrs B. C. Lattin, Mr and Mrs J. H. McConnell, Mr and Mrs C. McIntosh, Mrs E. P. Nichols, Miss Jessie F. Ogden, Mrs M. G. Ryland, Mrs W. F. Thornton, Mrs S. W. Church, Miss Genevieve Church, Mr event worth seeing, and the head to head and monday the other day under the suspices of the claim to the geographical title: Phrygians (Far. | Carlton Carson, Miss Gretchen Day, Mr and Anti-Budget League, and addressed a meeting langs), Lydians (Mevonians), Hittites (Khatti); Mrs M. P. Gilbert, Mrs Ada S. Lux, Mr and Mysians, Karyans, and Leleges; besides in the Mrs A. Leed, Mr and Mrs Charles Lloyd, Miss Fay Nichols, Mrs A. L. Ryan, Mrs O. B. Warnock, Mrs Jennie J. Wild, and others.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Nikko Maru (Australian Line) left Yokohama for this port via Kobe. Moji and Nagasaki on the 15th instant, and is expected here on the 24th inst.

The N.Y.K. str. Shinano Maru (American Line) left Yokohama for this port via Kobe. Moji and Shanghai on the 15th instant, and is expected here on the 28th inst.

The Silk ex per C.P.R. str. Empress of Japan, which left Hongkong on the 16th ult. and Yokohama on the 25th ult., arrived in New York on the 14th inst., thus making a transit of 29 days from Hongkong, and 19 days from

The Glasgow Herald says that the P. and O. Steamship Company has placed three large-sized steamers for their Eastern trade. Two are be built by Caird and Co., Greenock, are one by Harland and Wolff, Belfast.

The Kobe Kisen Kaislan steamer Bandar Maru with 3,710 tors of coal from Milke for the Mitsui Bussen Kaisha, Limited, Singapore, had a very rough passage down. She came through two typhoons, but fortunately without loss of life or serious damage. After leaving Milke, matters went well until the 25th ultimo, says the Free . Press, when the ship was running direct into the centre of a typhoon. From the morning of the 25th until the following day the elements spent their full fury on the Bandai. Rolling and pitching was bad enough and tons of water were shipped as she wallowed in the seaway, but no one expected to see one of the large bulwark ports carried away, thus enabling the sea to find easy ingress. The next thing to be wrenched from its position was the standard companion ladder from the bridge to the main deck, then the covering of a steam-pipe burst and other mishaps followed, making all on board wonder what was going to happen next. The Bandai, however, came through this triumphantly and all was well until she ran into another typhoon not long after. This luckily was not so severe and the deck fittings remained intact. During these dark days not even a meal could be prepared, as the steamer has her galley exposed, and this, at times, was ankledeep in water. The Bandai was bailt in Sunderland, a staunch and solid craft, and then owned by the Russians, eventually becoming the property of the Kobe Kisen Kaisha.

Sir Christopher Furness, speaking at the annual meeting of the Manchester Liners (Limited), held at Manchester, said that at the present time the steamship business was in a very unsatisfactory position. The most adverse condition had prevailed during the past twelve months, and if the past twenty years were taken for purposes of comparison they were certainly without precedent. They were therefore fortunate in realising a profit of £16,206. Sir Christopher alluded to the unremunerative character of freights, and added that although last year the Manchester Liners carried more cargo than in any previous twelve months the profits were not sufficient to pay a dividend. One thing was perfectly clear-that the high-water mark of shipowing supremacy of this country had been reached; in other words, other nations had determined to have a greater share in the carrying trade of the world in the future than they had had in the past. He thought it was time that British shipowners realised the reason theme is well known. It is intended to emableness of that ambition, and also realised the phasise Britain's unpreparedness for war, and folly of cutting cargo rates. He had been is designed as a reproof to those who shirk their calculating that a modest increase per ton on | duty of equipping themselves so as to take part the cargoes carried in connection with the in defending their country. The satire is foreign trade by ships flying the British flag | very keen -eraggeration perhaps describes the would produce such a sum as would enable the representation—but there is no chance shipowners in this country to distribute a read miss the lesson designed to vertical sonable dividend on the large amount of capital | Even in the worst days of unpreparedness invested. He believed that so serious was the and indifference it is difficult to imagine position that all solid and serious-minded shipowners were of opinion that the time had Brown household, but none the less there

uit, to make a considerable modification in the scale of advanced rates recently approved. The concession applies to time insurances on fleets of cargo steamers, and stipulates that where doe fleets are able to a show a profit to underwriters of not less than 35 per cent. for the last years' working and an advance of 10 was made last year, no further was need now be charged. As +1 greement stood before the amendm premiums on cargo or "tramp." fleets which were advanced last year by 10 per cont. were to be subject to a further increase of 10 per cent... and fleets in which no advance had been made last year were to be subject to an additional 20 per cent. The present modification is on the lines of the decision respecting liner rates, which provides that on those fleets where a profit to the market of not less than 35 per cent. over the last five years' working had been shown no increase should be made, but otherwise an additional 10 per cent. should be charged. The Times contributor says this is quite in accordance with the old underwriting policy of endeavouring to distinguish between good and indifferent management, and should commend itself to those owners whose record of claims a fairly satisfactory one.

An interesting letter which has just been made public throws light upon the uncertainty with which steamship enterprise was regarded eighty years ago by one of the founders of the Cunard Line. Mr. Samuel Cunard, who lived at Halifax, Nova Scotia, was the owner of sailing vessels trading from Boston and Newfoundland to Bermuda. The letter in question is addressed by his firm to Messrs. Ross and Primrose, of Pictou, Nova Scotia, and is in the following terms:

Dear Sirs-We have received your letter of the 22nd inst. We are entirely unacquainted with the cost of a steamboat, and would not like to embark in a business of which we are quite ignorant. Must, therefore, decline taking any part in the one you propose getting up. - We remain, yours, &c.,

Halifax, Oct. 28, 1829. S. Cunard & Co. From this communication, which Mr. John M. Ross, of Pictou, states that he has in his possession, it is clear that Mr. Samuel Cunard was in the year 1829 still unconvinced to the utility of the steamboat for Atlantic travel. His conversion; however, could not have been long delayed. Within a few years Mr. Cunard was so strongly of opinion

that the days of sailing ships were numbered that when the Admirality advertised for the conveyance of the mails to America by steam he nastened over to England. There he met Mr. George Burns, afterwards Lord Inverelyde, and his partner, Mr. David MacIver, with the result that the foundations of the Cunard Company were laid by this trie of great men. The tiny Britannia began her first vogage in July, 1840. The letter of 1829 is, in the circumstances, of some historic importance.

An extraordinary case is reported by the Lokalanseiger from Hamburg, where Paul Müller, president of the Union of German Seamen, was tried for libelling the captain of a Hamburg steamer, whom he charged with attempting, in complicity with a foreign firm of charterers, to bribe the ship's first officer with to a Hamburg firm, but was chartered by the | defendants was the Florida water manufactured foreign firm, who stated that they intended to and sold by plaintiffs. re-insure it abroad with a so-called policy proof his information from an engineer of the steamer | (foreman), L. Gibbs, G. H. Medhurst, C. J. and published it as the best means of bringing | Lafrents, A. Shelton Hooper and A. Mackenzie. the case to the notice of the authorities. The captain of the steamer, in giving evidence, declared that a partner of the foreign firm came to him one day and offered him £1,000, and then £1,250 if he would let the ship spring a leak. He refused, even if £5,000 was offered. Another day the other partner of the foreign firm came and asked him if he had considered the offer. He again refused, and thereupon the first partner came on board and spoke to the first engineer, who subsequently informed the witness that he had been offered £500 to open the valve. The engineer added that the first officer knew about the matter. The witness told the engineer to keep out of the business An affidavit of the evidence of one of the partners in the foreign firm was read, in which he declared that he personally had never made a request to have the steamer sunk or offered money for this purpose. The Court acquitted Müller on the ground of justification. In summing up it found that the captain rejected the alleged offer of the charterers and did not, as asserted, offer the firs, officer £500 to help to sink the ship.

"AN ENGLISHMAN'S HOME."

Perhaps no other theatrical performance ha played such a part in the affairs of the Empire as the much discussed comic tragedy entitled, "An Englishman's Home," and no future history will be complete without some reference to production which has proved a valuable re cruiting agency for our Territorial forces. Though the play is new to Hongkong, its people so utterly given up to frivolity as the arrived when this cut-throat competition should sufficient truth to make the representation In deference to the wishes of a large section | no doubt of many thoughtless youths who of the market, underwriters decided on the 18th have no thoughts above sport, and who scoff at those who endeavour to make themselves efficient in the art of warfare; and the old man, " uself is the prototype of the bull thinking, propertied business man _uy met with in country towns where has opportunities of displaying his

bumptiousness. Last nights production of this sensational play left little to be desired. It was well mounted and the scenes where the house was attacked and defended were very effective indeed. Too much praise cannot be bestowed on the cast. Mr. Henry Dallas had plenty of work as the diabolo playing propertied old pater, and displayed great power in the final scene where, disgusted at the departure of the soldiers occupying his house, he takes up a gun to defend his house and home, and is shot by the invaders for fighting when he is a noncombatant. The careless, philosophic Geoffrey Smith is well represented by Mr. Douglas Vigors, who is cleverly supported by Mr. Spencer Geach as Srd. Frown, and Miss Flanche Forsythe and Miss Joan Harcourt as Mr. Brown's daughters. Very effective too was Mr. Charles Vane as Paul Robinson, the patriotic Volunteer, and Mr. Neville and Mr. Grayson, as the helpless officers in charge of the raw volunteers. gave a comic and yet a sad touch to the picture or helplessness. The performance was realistic. and the large audience, with the fumes of rifle smoke in their nostrils, left the hall well pleased with the play.

MIKADO'S TRIBUTE TO THE PRINCE ITO.

H.M. The Emperor of Japan sent a Court Chamberlain to the late Prince Ito's residence with a gracious message of which the following is a rough translation :-

Harbinger of the Restoration Era. Chief in the Reorganization of Government. Framer of the Constitution and prudent

guide of the destiny of Korea; The pillar of State for half a century. True as steel, upright, unshaken and

Thou towered peerless as the nation's idol Until Death by cruel and stealthy hand

struck thee down. Under this terrible blow our grief knows no We offer to thy soul this token of our love

HOW TO BE BEAUTIFUL-Keep your complexion. Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudra Charmant will enable you to do it. Her Specialities for the Skin are the study of a ifetime. A. S. Watson & Co. Ltd. Sole Agents.

SUPREME COURT.

Tuesday, 16th November.

IN ORIGINAL JURISDICTION. BEFORE HIS HONOUR MR. W. REES DAVIES, K.C. (Acting Chief Justice).

THE FLORIDA WATER TRADE MARK CASE. The case was continued in which Edward Kemp. and others, trading as Lanman and Kemp, of New York, seek to obtain an injunction against the Kwong Sang Firm, of 246, Des Voux Road Central, Hongkong, their servants or agents, to: restrain them from selling or exposing for sale, or procuring to be sold, any Florida water bearing the label annexed to the claim or any other label so contrived or expressed as by colourable imitation or otherwise, to represent £500 to sink the vessel. The steamer belonged or lead to believe that the Florida water sold by

The trial was before his Honour the of insurance. The vessel was already insured | Acting Chief Justice and a special jury in Hamburg. Müller declared that he obtained composed of Messrs. D. W. Craddock

> Mr. M. W. Slade, instructed by Mr. H. W Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs, while the defendants were represented by Sir Henry Berkeley, K.C. and Mr. Eldon Potter, who were instructed by Mr. F. C. Barlow, acting on behalf of Mr. H. K. Holmes.

Sir Henry Berkeley, in opening the defence, said that when the defendants started in business they bought a small stock of Florida water from a firm in Canton which had stopped business. Long before July, 1906, that stock of labels and Florida water was sold, and for some time afterwards the defendants sold Florida water with only a red label on the bottle. The man who designed the label complained of was told to put two girls in the middle, and he was left to design the rest as he liked. They produced the one complained of. When the defondants got that design the plaintiffs were not registered in Hongkong, and they had no register for two years afterwards, so they cannot possibly complain of any infringement in that respect: When Colonial Secretary's Office to have it registered, but the plaintiffs had made application some time before. The Colonial Secretary thought the defendant's label too much resembled that of the plaintiffs, and refused to register it, but at the time the defendants made their application the plaintiffs were not on the register. His clients got on the register for the friendly they mutually be, let one precise fact be "two girls" mark only two days before the plaintiffs were registered. Counsel for the plaintiffs had made a point to the jury of the defendants' want of good faith in using a label after the Colo niel Secretary said it was similar to one on the register, and that he would not register it. That was not a matter that would open hostilities Japan is ever prepared with affect the defendants in the least. They might | men, so to speak, slightly stronger than armoun not be able to have their label registered because it somewhat resembled another, but they might; be entitled to use it, if the Court thought it was, The jurous were no more bound by the opinion who formerly acquitted the defendants. This

The hearing was adjourned until to day. EWO COTTON SPINNING AND WEAVING CO., LTD.

could mistake the dragon flag of China and the

house flag of Kwong Sang for a butterfly?'

PROPOSED DIVIDEND.

A N A B CARAN CON TO A RECOGNIS

At a meeting of the Consulting Committee of the Ewo Cotton Spinning and Weaving Company Limited, held at Shanghai last week, it was decided that the shareholders should be recommended to apportion the balance at credit of Profit and Loss account on 31st (October) 1909, of Tls. 307,254.03, as follows:-

To pay a dividend of Tls. 11 per share on 15,000 Tls. 165,000.00. shares To place to Repairs and Renewals Account ... Tls. 30,000,00. To place to Equalization

of Dividend Account Tls. 100,000.002 To write off Furniture Tla. 1,262.28, Account

To carry forward to new Tls. 10,991.75 account . A.

WEATHER REPORT.

Tls. 307,254.03.

The Hongkong Observatory yesterday issued the following report: On the 16th at 12.05 p.m.—The barometer has risen moderately over the Philippines, and

fallen slightly over S. China and Formesa. The typhoon which continues to move towards W.N.W. moved into the China Sea last night, and is now situated to the W. of Luzon in about 15° Lat., 117° Long. Pressure has given way in Vladivostok owing

to the depression over Manchuria.

The highest pressure is shown over the Upper Yangteze valley. 🖹 Bad weather may be expected over the China Sea, and strong N.E. winds to gales in the Formosa Channel. Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon to-day is as follows:--

to-day is as follows:—
Hongkong & Neighbourhood (*)

N.E. winds. Formosa Channel strong to a gale. South coast of China between) Same as No. 1 Hongkong and Lamocks. South coast of China between ?

N. winds. Hongkong and Hainan ... strong. (*) N. to N.E. winds, strong; fair, squally.

THE MASTERY OF THE PACIFIC.

In the latest edition of the Navy League Annual there is an article by a Japanese writer, Mr. Satori Kato, entitled "The Mastery of the Pacific." in which he describes very definitely Japan's naval policy. "Undoubtedly there are," he says, "several causes to make a country worthy of being a nation, but in the present century a Power is a nation that can produce steel within its own land. Japan struggled hard so to do, and has now surmeanted the difficulty in the manufacture of . At all events Japan is now in position to be independent as to iron and steel

if compelled so to be, but, at the same time, in

the usual commercial consideration the foreign

steel trade with Japan will certainly not come to an end. In the feat of conducting a modern Armada round the world the United States has shown us a remarkable luxury, and in the similar case of the Baltic Fleet it was a vital problem for Russic. From a seamanship point of view the Baltic Fleet was better handled in such a critical moment as then existed than the American in the time of peace. The Russian Commander led his Fleet to his goal as one man and there met his enemy, while the American Commander-in-Chief was thrice appointed be fore the safe arrival of the Armada at Hampton Roads. The voyage of the Tsukuba to the South Atlantic coast of the United States gave world's experts an idea that Japanese seaman ship is not inferior to that of nations of longer experience. . . . An enigmatical version of 'the Sovereignty of the Pacific Ocean might well jeopardise universal peace. Diplomatic representation must be replaced by an open acce tance of the facts, for no treaty can arrange of derange the potentate of that vast space of water. · Whether allowed or disallowed. Japan's insistent aspiration is to be the mistress of the Pacific. It needs no ghost to tell us. The stage is more -actual than a more dawn. The recent progress in naval architecture took the wind out of the sails of the admirals of renown in the last century. We can now circumnavigate the Pacific, the largest sheet of water on the globe, with a certainty and velocity the aspect of which would have been unimaginable in the narrow Mediterranean in the days of Hood and Nelson. Not only are there many indications of an invigorated endeavour for naval supremacy, but there exists an evidence that Japan must be follows: prepared for any eventuality. The United States is one of Japan's best friend. So is Germany. France is not an aggressor to-day. It is not an ill omen, but carefully reflecting upon the signs of the times we may be drawn to a conclusion that the Angle-Japanese Alliance is that which will influence hapon some minds to alter our naval prothe defendants got this label they applied to the gramme at once. Unless the present status quo is wantonly disturbed there is no necessity for us to enter upon bellicose hypotheses. but unfortunately we behold a chaotic sky in the West! If, notwithstanding, the Alliance were to be annulled, Great Britain and Japan would long remain friends to bring forth common

A ROUTH SEA ISLAND CRUISE. In March last the N.D.L. steamer Natura, of the gentleman in the Colonial Secretary's was chartered by a German scientific syndicate Office than they were by the orinion of the jury to explore in the South Seas for phosphate: After a voyage of a most interesting character, the Natura, although the phosphate dreams was simply a question of eyesight and intelli- have not been realized, returned to Singapore two sons of the Brown household are typical gence. After referring to a trade-mark case in the other day with lots to tell. In the matter. which the heads of a moose and a deer were of rare butterflies, lizards, frogs, vampires, seaconcerned, Counsel said that a moose's head was laluge, orchide, snakes, cance-models, native more like a deer's head than a girl was like a for the Frankfurt Museum, the voyage of the fountain or than a butterfly was like a flag. Natura he been a success. The steamer was fairly, "rushed." by the German Colony when 'Who," Sir Henry asked, "in his sober senses she arrived. Quaint costumes, funny looking

good. Japan is the disseminator of the Western

civilisation in the East, The expansion of

civilisation is a crime to nobody. However

known to us all, namely, there is no officer in

his Imperial Majesty's service who implores

actually either naval or military assistance from

or at a time that the Alliance is in fall force

Purported for high politics our Adianes was

formed, nor is it futile in its aims. When the

lost arguments of kings have broken down in

and wonderful make were hurried ashore to Teutonic homes. "And, I suppose," asked the reporter, "you made a good thing out of all this.

cooking pots, deadly spears, and curios of fearful

"No, I gave them away," said an official. It hardly seems credible, at least to an utilitarian mind that anyone could being back specimens from the South Seas and not make a handsome-in fact a "rubber" profit.

Dr. Wolff was the zoologist of the expedition and a taxidermist into the bargain. All the lizards; centipedes, scorpions, birds, butterflies etc., were arranged by him and packed away for the Frankfurt Museum, the Doctor accompanying his treasures in the Letzow some time ago. The collection has taken seven months and hundreds of wonderful islands have been visited, including Robert Louis Stevenson's last resting place, Samos.

in the direction of the Caroline Islands, and interest in avoiding being "held up." then made her way to German New Guinea, dividing the cost among the different countries arriving at Berlinhafen in the Bismarck Archi- whose vessels are affected in proportion to the pelago. To enumerate the thousand isles that interests of those vessels, it is considered that dot this region would be impossible, but the the expenditure will in the main prove the Natura went from each to each photographing, reverse of burdensome. collecting, and studying all the different fauna and flora. I trange human beings were encountered, but all friendly and astonished at the wonderful white visitors. A sad incident befel the party in German New Guines when a boatenriched. Dr. Frederici, at present at the that that labour shall be fairly treated. Hotel de l'urope, was one of the party, and intends starting shortly on an exploring expedition to the heart of New Guines. He has withhim a Papuan body-servant with a wonderful coiffure of red othre.—Singapore Free Press.

RUBBER INVESTMENT

into the rubber business and recorded in London | the United States or Japan should not join pending nine months of the present year the pean experiment in co-operation, it may August and September.

SHIPS AND STRIKES.

CONCERTED EUROPEAN ACTION

It has taken two years to forge into shape s great European Shipping Federation for the protection of shipping against labour and Socialist domands. A few strokes of the anvil are still needed, and one or two countries have yet to come in. But to all intents and purposes the most important international weapon of defence ever attempted may be said to have been completed. The model was provided by our own Shipping Federation, which over a long series of years has successfully challenged the interference of labour agitators in the maritime trade of the country. The new organisation applies practically the same principles of organisation, on a co-operative basis, to the following countries

United Kingdom Germany Sweden Denmark Holland Belgium France, one of the nations represented at the first conference on the subject held in London, in October, 1907, is still outside this Interna tional Federation. The difficulty in her case is, it would seem, that there is no central body of the nature of a shipping federation. It is quite on the cards, however, that the French ports, which have suffered as gravely as any in Europe from repeated strikes, will eventually throw in their lot with the movement. The Norwegians are, it is understood, forming a shipping federation in January, and will then join the organisation, as Sweden, the cockpit of Northern Europe, so far as shipping strikes are concerned. nations left out of account for the moment are Italy, Spain, and Austria-Hungary, which as yet are lacking in national organisations.

LONDON AS HEADQUARTERS.

The headquarters of the European Federation are to be in London, where, during the past two years, no fewer than ten meetings of Continental and British representatives have been held in connection with the planning of the organisation. London, it seems, is a convenient meeting-place. Moreover, it is London which is able to furnish much of the experience which will be needed. A general council has been established, of which the first members are as

United Kingdom.—Messrs. Thomas Devitt. T. F. Harrison, R. M. Budson, Henry Radeliffe, Sir Walter Runeiman, Bt., and Mr. Shadforth Watts.

Belgium-MM. Jacques Langois and Ort-Germany-Dr. Paul Ehlers and Herr C.

Holland-M.M. J. Vink and J. Visser. Denmark-M.M. A. O. Anderson and Charles

-Kronman: Sweden-Captain Indebeton and M. A. O. Wilson.

Mr. T. L. Devitt, president of the British Shipping Federation, has been elected president of the new international body, and Herr C. Leist, of the Norddeutscher-Lloyd Company, as vice-president. Mr. Cuthbert Laws, general manager, and Mr. Michael Brett, secretary of the Shipping Federation, have been appointed to the same posts in connection with the new Great Britain even at our most critical moment | Federation.

The task of creating an International Federation was at the outset confronted with difficulties which seemed insurmountable, but it is believed that the problem has been solved on lines which give great promise of success. A a basis it is deemed incumbent that each country shall have its own organisation, and that that organisation shall be effective. In other words, one country must not expect another to fight its battles because it is itself ill-equipped for ordinary method of combating a strike in port is by providing labour, and housing it in what is called a depot ship; so as to assure liberty of action.

A STRIKE ARMADA.

It is conceivable that this Internations Federation may have its own fleet of depôt ships, and thus be able to concentrate them at given points, as needed. An armada of this description, maintained at the joint expense, could probably be worked more cheaply if each separate country was required to have several depôt ships of its own. Sweden at the present time, for example, has three of these ships. The international organisation might relieve it of the necessity of keeping three expensive vessels in readiness. It this way, too, the Enropean Federation might be the more able to concentrate its efforts on a strike, while the cost would be relatively less. This, of course, is only one of the potentialities which the project suggests. It is believed that in allocating the cost of dealing with a particular strike the plan will be to levy contributions according to the interest which a vessel, whatever her nationality, may have in its suppression. For instance, if a ship is within the affected zone, the federation of the country whose flag she flies will pay a contribution, and this, it is understood, will be based on the amount of her stevedore's account. It After leaving Singapore the Natura steered | thought that this will give a fair measure of her

LABOUR'S INTERESTS.

There is reason to suppose that not a few strikes in European ports have arisen as a consequence of the action of stevedores. To put load of Chinese and whites was capsized in the it quite plainly, it is asserted that shipowners surf and four Chinese drowned. Later on sometimes pay for labour at a given rate, and the Chinese ship's carpenter succumbed to the that because labour is remunerated on a lower effects of malarial fever. Beyond these incidents, scale than that provided for, disputes ensue. It however, nothing serious overtook the expedi- is clear, therefere that the success of the scheme tion and the five Germans who went in the depends to some extent on the loyal co-operation Natura have returned in good health. The of stevedores, and this is consequently a subject voyage has extended to 35 deg. beyond the 180 | which has not been overlooked. It is obvious parallel E. longitude, or as far as the French that one Continental port is not going to help group known as the Panmotu Islands, and in all another to secure trade by the "sweating" of the cruisings of the Natuna no phosphate was shipping labour. Consequently, while this new discovered of any account. From a naturalist's movement is designed to protect shipowners viewpoint the voyage has been successful and from unfair treatment by shipping labour, it is the Frankfurt Museum will be considerably part and parcel of its programme to assure itself

It need not be pointed out that British shipping is so closely identified with the trade of Continental ports that the work of an international federation will probably prove of great value to it. Equally will the merchant shipping under the flags of the Continental countries in which strikes break out be advantaged by having the material and moral support of a great European organization. Eventually, no doubt, the During the nine months ending September | whole of the European countries will come into 30, 1908, the total amount of new capital put | the movement. Nor is there any reason why was only £398,600, whereas during the correst if they please. Probably, however, as a Euroamount rose to the amazing figure of £3,372,700. | regarded as for the present established on a Only £937,800 was raised in the first half of the sufficiently large scale. As it stands, it is by year, £2,434,900 being raised during July, far the biggest effect of the kind over taken in

THERE IS SKILL AND

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THE IMPERIAL MERCHANT SERVICE GUILD.

In connection with the procedure and system followed at Board of Trade Inquiries, the imperial Merchant Service Guild have addressed a letter to the Board pointing out that at these Inquiries, Captains and Officers labour under a great disadvantage through the lack of convenience and proper facilities being given to them to do the necessary chart-work. It has been pointed out to the Board that no proper chart table is provided, nor are witnesses supplied with the requisite accessories. Mention was also made of the desirability of providing Field's Parallel Rulers—which are now almost universally used at soa—in such cases. In response to the Guild's representation the following important letter has now been received from Sir Walter J. Howell, K.C.B., Assistant Secretary, Marine Department, Board of Trade: Marine Department.

7. Whitehall Gardens,

London, S W. Sir,-In reply to your letter of the 1st July last with respect to the desirability of providing masters and officers under examination at Wreck Inquiries with proper facilities for chartwork, I am directed by the Board of Trade to state that they have given the matter careful | consideration.

The Board are advised that a suitable table could generally be provided or improvised. and that a suggestion that the Master or Officer should have the opportunity of doing what was the purpose. The several countries, being required of him at the luncheon adjournment. for amistance. It is then be able to call or other time when he could have the room and ages which may ensue. For example, the favourabily of month nausly be regarded The Board have further supplied their

icitors agents at por.s where Inquiries are held with dividers and Field's parallel rulers for use in court upon these occasions, and they trust that these arrangements will prevent any serious inconvenience arising in future to an officer who is called upon to do chart-work at a Board of Trade Inquiry .- I am, sir, your obedient (Sgd). WALTER J. HOWELL,

The Socretary

Imperial Merchant Service Guild. KING MANUEL'S BIRTHDAY CELE. BRATIONS AT MACAO.

The birthday of H. F. M. Manuel II. King of Portugal, was loyally celebrated at Macso. There was a large attendance at the Cathedral for the Te Deum, including the officials of the Colony, Consuls, and officers of the German gunboat at present visiting Macao. Captain Mitchell Taylor, A.D.C. to H.E. the Governor of Hongkong, arrived on a torpedo-boat about noon to convey the felicitations of Sir Frederick Lugard on behalf of the Colony of Hongkong, and attended the official reception at Government

House, returning to Hongkong in the afternoon. The ball given by H.E. Senor Marques at Government House was very largely attended, but there was a scaroity of ladies. The scene was a very animated one, and although there were not more than nineteen dances on the programme, the ball did not terminate until nearly

Government House had been fitted up for electric illuminations, but a breakdown, apparently at the power station, occurred, and there were no illuminations and no public lighting on the Praya Grande until half-past twelve. It is unnecessary to say that this failure of the light created much annoyance and has revived public complaint regarding the efficiency of the installation.

YANGTSE RAILWAY LOAN.

The following New York cable was published in the London Globe on the 23rd ult. According to the Herald correspondent at Peking, the question of the Yangtes Railway Loan has reached a crisis. England is said to be following a path of tortuous diplomacy, and everybody is at loggerheads, one with the other-Germany and America are said to be acting together in friendly harmony, and Japan looks on and smiles. There is evidently a good deal of exaggeration in this picture.

Private cabled advices state that the loan question will be settled all right, to the common advantage of the European interests, and with the acquiescence of Japan. The trouble which followed Mr. Crane's indiscretions has made all officials at the State Department at Washington phenomenally taciturn, and it is impossible to obtain information there even of a negative character. In a semi-official quarter, however. the hope was expressed that there would be no more delay in bringing about the much desired settlement.

not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is Limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C. 5th Ed-Lieber's. P.G. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

MAGISTRACY.

TI IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the PEACE for the Colony will be held at the Magistracy, at 2.15 P.M., on FRIDAY, the 26th day of November, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908. viz. : —

From one LANGE GAMEAU for a publican's licence or for an adjunct licence to sell by retail intoxicating liquors on premises numbered 13. Queen's Road Central, under the sign of "THE ASTOR HOUSE." E. R. HALLIFAX,

Police Magistrate. Hongkong, 15th November, 1909. [1418]



SANITARY BOARD OFFICE. Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

THAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended). every domestic building or part of such building. within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road, or those parts of a domestic; building used as a shop. Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B .- The word "throughout" used in this notice means that the houses should be limewashed in respect of all the walls of each room, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs. The back yard must have its containing walls

limewashed up to the level of the first floor. Carved, painted or polished woodwork in good condition, however, need not be limewashed, but must be cleansed.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yaumati service reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of \$1.00 per flow on condicary mound. W. BOWEN-ROWLANDS,

Secretary. Dated this 1st day of November, 1909. [1410] HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership L. to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD, Hon. Secretary. Hongkong 7th September, 1909. 1174

CIEN TING SURGEON DENTIST,

No. 10, D'AGUILAR STREET TERMS VERY MODERATE. Consultation Free. How rkong, 21st September, 1905.

DR. M. H. CHAUN.

FITHE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33. QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. LL and every thing from FATHER TUCK. Popular Packets of

18 Selected X'MAS CARDS for 50 Cents Only. CALENDARS, HALF MASKS, PICTURE and PAINTING BOOKS, MECHANICAL and ROCKING Animals, Pictorial Puzzle Postcards, KINDERGARTEN, A.B.C. of Animals, ALBUMS, RELIEF SCRAPS, CHRISTMAS AUTO

STATIONERY, &c., &c. Inspection Invited-GRACA & CO.. 27, DES VŒUX ROAD.

CARTRIDGES.

TOY popular English Manufacturers. In all Bores and Sizes.

-SMOKELESS POWDERS and CHILLED-SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

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Hongkong, 26th October, 1905.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkong, 6th March, 1907.

ENTERTAINMENTS

THEATRE ROYAL.

-TO-NIGHT WEDDAY). Nov 17. MAURICE E. BANDMANN PRESENTS THE

IN ALL THE GREATEST AND LATEST LONDON SUCCESSES.

WEDNESDAY, 17TH NOVEMBER. The Dramatised Version of Baroness Orczy's famous book

As played by Julia Neilson and Fred Terry.

THURSDAY, 18TH NOVEMBER. For the first time in Hongkong. The Screamingly Humourous Comedy MARRIAGE

KITTY. OF FRIDAY, 19TH NOVEMBER. Somerset Maughan's famous Comedy

LADY FREDERICK

PRICES: \$3, \$2 & \$1. Seat may now be booked at-MOUTRIE & Co. Commence 9. Doors Open 8.

Late Tram to the Peak after Performances.

TO-NIGHT! TO-NIGHT!! GIGANTIC SUCCESS OF THE

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ACKNOWLEDGED BY ALL WHO HAVE SEEN IT TO BE THE BEST PERFORMANCE EVER SEEN IN HONGKONG. PRICES OF ADMISSION:

Box of 6 Chairs ...\$15.00 | Second Chairs \$1.00 Single Seat in Box 3.00 Stalls 50 cts. Dress Circle Chairs 2.00 Gallery ... 30 cts. A PERFECT FURORE CREATED BY THE WONDERFUL PERFORMING

WILD LIONS BUKE WHAT A SUCCESS OF OUR NEWARTISTS! THE MENAGERIE ON VIEW ALL DAY FOR A SMALL FEE

Refreshments Supplied by G. S. & Co. Matinees Children under 12 years will be admitted at Half-Price to all Parts of the CIRCUS. Soldiers and Sailors in uniform Half-Price to Stalls and Second Class.

Box Plan at ROBINSON PIANO Co., LTD. Special Trams running before and after Performance. Performance.

Peak Cars will leave Half-an-Hour after the MATINEE

TO-DAY, AT 4 P.N. To avoid disappointment the management strongly advise to book early. K. BYSACK, Proprietor and Manager. A. JACKSON, Representative.

ST. PETER'S CHURCH. WEST POINT.

ORGAN RECITAL.

FRIDAY, NOVEMBER 19TH, 1909, AT 5.30 P.M.

MR. GEO. GRIMBLE. Vocalists: Mrs. A. G. Gordon, MR. G. P. LAMMERT, MR W. S. HONE. Collection in Aid of the Organ Fund.

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FILMS.

JUST LANDED DEVELOPING AND PRINTING UNDERTAKEN.

A. TACK & CO.. 26. DES VŒUX ROAD, CENTRAL Hongkong, 15th November, 1909. [37]

AUCTIONS

ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION.

NOTICE.

WIT IS HEREBY NOTIFIED that the ADMINISTRATIVE COUNCIL OF THE MACKU NAVAL STATION will offer for Sale by PUBLIC AUCTION at Macau, on the 27th November." 1909, at 1 o'clock (P.M.) A VESSEL of 635 tolks displacement now lying in the inner Harbour of Macau, lately in Portuguese Navy and known as the Gamboat "RIO LIMA."

Intending purchasers of the said wessel are required to deposit a sum of \$1,000 (One Thousand Dollars) with the undersigned on board the Portuguese cruiser "RAINHA"D. AMELIA" at Hongkong, on or before Noon, the 24th day of November, 1909, and on presentation of the receipts they will be entitled to bid at the aforesaid Public Auction. All deposits will be

returned to unsuccessful bidders. The conditions of the Public Auction are posted on board the Portuguese cruiser RAINHA D. AMELIA" at Hougkong and also at Macau on board the late Gunboat "Rro LIMA," and may be seen at any time by

prospective purchasers. The Vessel may be examined at Macan from this date, and the 23rd Day of November, from 10 (A.M.) to 3 (P.M.), the Vessel will be under steam to provide to intending purchasers an opportunity of testing the Machinery.
ADMINISTRATIVE COUNCIL OF

THE MACAU NAVAL STATION Secretary & Treasurer. Hongkong, 1st November, 1909 [1369

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

TR GEO, P. LAMMERT has received instructions to Sell by Public Auction. On THURSDAY,

the 2nd day of DECEMBER, 1909, at 3 o'clock in the afternoon, at his SALES ROOMS, in Duddell Street, Victoria, Hongkong, The Following VERY VALUABLE LEASEHOLD AND

RECLAMATION PROPERTIES. IN FOUR LOTS: The Properties Consist of:-LOT 1.-All that Piece or Parcel of ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as SECTION B OF MARINE LOT No. 34

together with the messnage erections and buildings thereon known as No. 80, Bonham Strand. area 1,689 square feet, Term 999 years. Annual Crown Rent, \$30.19. LOT 2.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and

registered in the Land Office as SUB-SECTION 4 OF SECTION B OF MARINE LOT No. 6 together with the messuage erections and buildings thereon known as No. 6, Bonham Strand Term 982 years. Annual Crown Rent, \$6.00. LOT 3 -All that Piece or Parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as SUB-SECTION 3 or

SECTION A OF KOWLOON INLAND LOT No. 713, together with the messuage erections and buildings thereon known as No. 384, Shanghai Street, Area 1,082 square feet, Term 75 years. Annual Crown Rent, \$2.50. LOT 4.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SECTION D OF PRAYA RECLAMATION TO THE

REMAINING PORTION OF MARINE LOT No. 37A (held under spill was a hatteness relating to the Reclamation in front of Marine Lot No. 37a Remaining Portion dated respectively the 5th October, 1889, and the 9th June, 1899, and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tsun Tak Tong of the other part and between the said Tsun Tak Tong of the one part and His Excellency SIR HENRY ARTHUR BLAKE. G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its FITHE CHARTERED BANK OF INDIA Dependencies and Vice-Admiral of the same, of the other part; by the first of which Agreements the Governor agreed to grant INCORPORATED BY ROYAL CHARTER, 1853, to the said Tsun Tak Tong his executors administrators and assigns: a Crown Lease of the said premises for the term of 999 years the said Agreement mentioned, and by the second of which Agreements in consideration of the Governor letting the said Tsun Tak Tong into possession of the said premises the said Tsun. Tak Tong agreed (inter alia) to pay to the Governor the Annual Crown Rent of \$70.00), together with the messuages erections and buildings thereon known as No. 52, Connaught Road West and No. 1, Des Voux Road West, Area

793 square feet. Proportion of Annual Crown Rent. S15.50. For further particulars and conditions of sale apply to Messrs. JOHNSON, STOKES & MASTER,

or to Mr. GEO. P. LAMMERT, The Auctioneer. Hongkong, 15th November, 1909

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TAKEO TAKAMICHI. Manager. Hongkong, 14th September, 1909.

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For 12 months, 4 per cent. per Annum. J. R. M. SMITH. Chief Manager. Hongkong, 13th November, 1909.

' 🚣 : Australia and China.

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Hongkong, 6th April, 1909.

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Hongkong, 4th December, 1907.

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No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON. Manager. Hongkong, 8th April, 1908.

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BANKING CORPORATION. J. R. M. SMITH. Chief Manager. Hongkong, 12th January, 1907.

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6 do. 31% do. C. WOLDRINGH, Manager, No. 16. Des Veeux Road Central. Hongkong, 4th August, 1909.

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D. TOHDOW, Manager. Hongkong, 10th September, 1909. [1362

TO LET

TO LET. TUNHAVEN, 33, ROBINSON ROAD,

52 and 69, CAINE ROAD. Apply to— HO Ü MING, 81, Queen's Road Central. Hongkong, 4th November, 1909.

TO LET. ODOWNS Nos. 7, 8 and 10, and the Top 70. 2, BEACONSFIELD ARCADE,

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TO LET. ODOWNS, Nos. 95, 95 and 97, PRAYA C EAST.

Hongkong, 28th May, 1909.

Apply-CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909.

TO LET. YO. 2, OLD BAILEY. from 1st December. Apply to— ARRATOON V. APCAR & Co. 14, Des Vœux Road.

Hongkong, 5th November, 1909. TO LET.

Apply— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st November, 1909. [1340]

TO LET

TO LET.

NTO. 1. GARDEN ROAD, Rowloon. Eight-Roomed House and Tennis Court Apply to-H. M. H. NEMAZEE,

9. Peddar's Hill. Hongkong, 14th August, 1909.

TO LET.

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October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

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& Co., LTD.

Hongkong, 31st May, 1909.

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Hongkong, 1st November, 1909. TO LET. NE SPACIOUS GODOWN, No. 125,

Wanchai Road. Apply to-REUTER BRÖCKELMANN & Co. Hongkong, 20th September, 1909.

TO LET. NO. 2 ELLIOTT CRESCENT, ROBIN-SON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the

F. X. D'ALMADA E CASTRO.

33, Queen's Road Central. Hongkong, 7th July, 1909.

Harbour.

Kowloon.

Wyndham Street.

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FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 NOVARE FT. 999 TEARS' LEASE. For Particulars, apply— GEO. FENWICK & Co., Ltd.

Tongkong, 8th June. 1906.

TO LET. CODOWN, No. 5A, DUDDELL STREET. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

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NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

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PREMISES lately vocated by Messrs. Immediate Possession. Rent exceptionally Gordon & Co., known as 21, Whitefield, Shauki-PREMISES at Shameen. Canton, now in occupation of the Canton Kowloon Railway.

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CALL STATE RESERVED Carbolic Soaps.

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Perfect Personal Cleanliness.

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JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909.

NYORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. WITH WHICH IS INCORPOBATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

Authorised Capital ... £6,000,000 Subscribed Capital Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

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MITSU BISHI DOCKYARI) AND ENGINE WORKS,

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CODE WORD: "DOCK," A.1. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length 722 feet.

Width of Entrance on Top ... 961 ... Width of Entrance on Bottom ... 881 " Water on Blecks at Spring Tide 342 ,, DOCK No. 1. Extreme Length Length on Blocks Width of Entrance on Top.... Width of Entrance on Bottom ...

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Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

WORK. A LARGE STOCK of MATERIALS is always kept on band.

The COMPANY has the powerful steamer OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with mecessary gear, clways ready

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.





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in a remarkably there time, often a few days only, removes all discharges, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious discases. THERAPION NO. 2

for blood poison, bad legs, spots, blotches, occema,
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whole system through the blood, and thoroughly
eliminates all poisonous matter from the body.

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for exhaustion, & those 'used up' feelings resulting'
from dissipation, warry, overwork, excesses, &c. It from dissipation, warry, overwork, excesses, &c. It possesses surprising power in restoring strength & vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

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CHEAP TRIPS TO PERING.

THE STORY OF A POOR MAN'S JAUNT ACROSS SIBERIA.

BY GORDON MAREL.

Think of it! You breakfast in London one Saturday morning; the following Saturday you marshy prairies of West Siberia; and the weekend after that you are watching the great, brassy Mongolian sun set over the temples of

The terminus of the great Siberian railway which makes this possible is at Vladivostok. The Peking trippers drop away at Harbin, a day's ride short of that far away Russian stronghold; but if I describe how I came from Vladivostok to London for £35, I shall include the main features of a cheap trip from or to Peking, as fares and distances are about the same, and passengers from or to both places are in company for twelve or thirteen of the fourteen days.

I will pass over the trying details of ramblings and adventures in the East, and will start my story on the platform of Vladivestok's neat little station, where I stood one orisp, frosty morning in October, wondering if the small sum in my pocket would see me through to London and home. It seemed a big proposition—a trip of about eight thousand miles, to last three weeks or more, with food to buy on the train and "diggings" to pay for at any town wherein I might want to say. I had heard of third-class tickets by the emigrant trains, costthird-class tickets by the emigrant trains, costing about £10 through to London; but yearned for other companionship than that of peasants, and I was not an entomologist with ambitions. Moreover, these emigrant trains carry no food. You must take your own, or pick up lightning luncheons from mysterious Blay dishes, at this station or that; and stations

do not happon often in Siberia. So I went second by the express, which carries only two classes of passengers. That cost me £18. I put aside another £5 for food on the train, reckoning at the rate of about four roubles a day. The food, I may say, was capital. I found it ample for my modest tastes. There was little need, or chance, for further expenditure on the run to Moscow. I was able to look after my own baggage, a large Japanese

LEAVING THE EDGE OF THE WORLD. It is a glamorous sensation, this pushing out on the express to or from the edge of the world What a gulf those shining metals bridged! What a queer sense of nearness to home they stimulated compared with the sense of distance when one boards a P. and O. liner at Shanghai, which has to bucket across many strange seas

before reaching its European haven!
The second bell smote our ears. The pompous stationmaster strode to the engine, and handed the driver his staff of office, without which authority no Russian engineer dare open the throttle: then we stole away towards the Manchurian mountains, on the first stage of the journey to Irkutsk, 2,778 versts away, where we were due to arrive on the fourth day.

There were about fifty passengers, and as along as the daylight lasted we spent the time watching the fleeting panorama through the corridor windows. When night fell, perhaps we drank tea à la Russe in the dining car, or played chess, or again stood in the corridor and watched the moon-light play on mountain and valley, listening the while, may be, to the gal-lant subaltern of Siberian infantry playing his plaintive bailaka, and chasing the melody of some stupid little Caucasian love ditty sung by his cham, a vivacious and pretty dancing girl, bound for St. Petersburg after a season on the

Vladivostok halls. At Manchuria, as the frontier station is called, the baggage was examined, and then, one cold and frosty midnight, we entered the 6,500,000 square miles of land, with their 16,000,000 inhabitants-Siberia.

"THE MAN WHO WANTED A BATH." Now, the astonishing feature so far was the oppressive heat inside the train. Outside, -Biberia justified_its_frigid reputation, and itwas cold enough to attach icicles to our mammoth engine. Inside, it was hot enough to make any true Christian sign for a bath. This tropical atmosphere was not surprising on investigation, for one found that there were double windows everywhere, practically no ventilation, and a vigorous liesting apparatus doing overtime. The steward seemed pained when I inquired as to the possibilities of a bath, and from that moment, I could see that I was shadowed as a suspect, "the man who wanted a bath." I spoke to the two other Englishmen on the train, and together we went in search of the clusive bathroom. We discovered it in hopeless disuse, the bath itself being packed, I believe, with luggage. But we were not to be denied, and, one morning. before the other passengers were satir, we stormed the ordinary laystory, and never, I am sure, felt more virtuous than after our "plunge" in what was little more than a washetand. After skirting the mysterious waters of

Lake Baikal, we bumped into Irkutsk. It is a cold, cheerless city on the banks of the Angara; dates back to 1652; has a population of about 70,000; and is chiefly known to English people by reason of occasional newspaper mention when the convicts there hold their annual revolt. I spent a few days in the city, and was glad to get away. A bed at anything but a first-rate hotel costs about four shillings a night. The prevailing note at Irkutsk seemed to be shabby finery in people, streets, and buildings. . It was a city in a silk hat and hobnailed boots. There was a gorgeous cathedral, not a road worthy the name; an opera house that might have adorned the boulevards, but a wooden bridge that the Zulus would disown; electric light and a ladies' band, but not a decent dish at the hotels. One came across aggressive Siberian millionaires driving in fine droschkies behind beautiful horseflesh. Their womenfolk were dressed in priceless furs and the latest Continental freak fashions. But to see those men of wealth eat was as good as a visit to the Zôo. They shovelled their food down with their knives, except when they relied on their fingers.

Roughly, my stay in Irkutsk cost me £1. Then there was a further El to pay for sleeping accommodation on the express to Moscow, an "extra" with which I had not reckoned. A SECMING ATERNITY OF SNOW.

It was colder—outside, that is—when we started on the second stage of the journey to the old Russian capital 3,500 miles across the plains, and soon we ran well into the land of snow—snow such as you can only see on those vast untrodden "tundra"—snow of pitiless. purity, covering the land like a huge borderless blanket. The forests of pine and birch seemed to represent Nature's last effort against the onrush of winter. We passed a village on an average every thirty-five miles or so. Silent and sleepy places they were, looking in the distance like some big black sore on the earth's white bosom. They were all monotonously alike; built mainly of wood from the forests, the only two respectable buildings being the station and the church. It mattered not how dirty and poor the village, there arose from the drab cluster of huts a clean white house of worship, with its distinctive green roof.

Bo we sealed strong mirrians and stoppes, cound the hills (the Beautin supinters siways dodge hills) and through forests the through which solved the problem of Siberian transport by providing illimitable fuel for the locomotive. Cheliabinak, and, once through the wonderful. Ural Mountains, know that we had bidden Siberia good-bye. One's view of Russia depends

on whether you approach the country from east or west. If from the west, it has a not too stirective prospect, and its civilisation does not smite you as being particularly desirable; but when it is from the dismal regions beyond the Volga that you come, it is a tand-of joy and enlightenment by comparison. THE SPLENDOURS OF SUNRISE OVER MOSCOW

Eleven days out from Vladivestok, not reckening the stay at Irkutak, the oil-engine which had met us at Toula dragged our weary train into Mescow. It was sunrise, and to know the beauties of Moscow you must enter the city from the east, when the morning sun rushes to kiss the gilded cupolas and crosses of its 1,600 churches. Ah! that was a sight of splendour never to be forgotten !

I shall hasten over well-known routes to London now. I spent £1 in Moscow, covering hotel and sight-seeing expenses. Another £6 saw me through to London, and as I stopped into the glare of the Metropolis from Liverpool-street Station I took measure of my personal budget, and found that I could indulge in the luxury of a "taxi" to the home of my parents, and still jingle two golden sovereigns in my pocket.—Pall Mall Gasette.

> MAGNETIC SHIP'S 15 YEARS' CRUISE.

OBJECT OF HER WANDERINGS ALL OVER THE

The non-magnetic ship Carnegie is now lying in Falmouth harbour preparatory to her start upon her fifteen years' cruise, during which she will visit all the known seas of the world Built without a scrap of steel or iron being used in her construction or fittings, no deviation corrections will have to be applied to the observations. Her crew and staff number twenty-one, Dr. Bauer being the director, Mr. W. J. Peters chief of staff, Capt. C. E. Littlefield navigating master, and Dr. C. C Craft ship's surgeon. After completing an elaborate series of observations at Falmouth, the Carnegie will proceed to Madeira and return to New York via Bermuda.

Dr. L. A. Bauer, the director, in an interview, said the chief purpose of the work of the vessel was to furnish data for constructing corrected lines of equal magnetic variation, and all the other magnetic elements for the use of the mariner. The mariner, in fog, had to rely chiefly on the compass and log. The former, however, did not point exactly north and south, but made an angle which at Falmonth at the present time was nearly 18deg, west by north. The magnetic lines varied from place to place and from time to time; and the work of the Carnegie would be to find correct data on which more reliable charts could be based. This would enable ships to steer a more direct course from port to port, thus shortening the passage and minimising the danger. In addition to the practical work data would be obtained to enable noientists to determine the laws by magnetic currents in their wanderings from year to year and thus furnish a basis for a better theory of the many myterious phenomena of the magnetic world.

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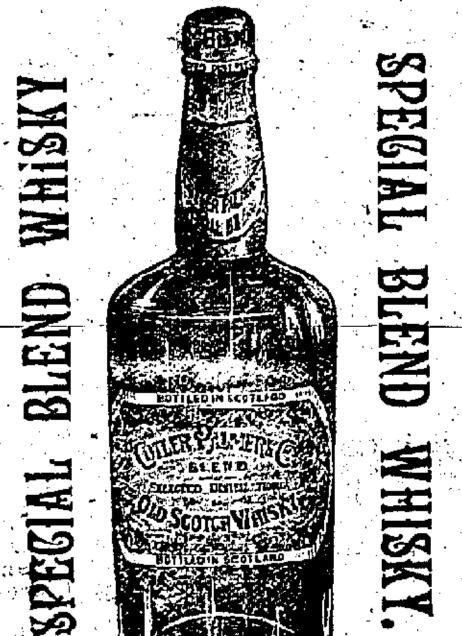


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(10,500 Tons.)

CAPTAIN C. D. BENNETT, R.N.R.

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| | Connecting at H | arbin with { | State Expressfor Moscow. | Wagon-Lits for Moscow. | State Express for St. Pet'g. |
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Leave — Harbin (Russian Train)* | 11.25 a.m. Arrive-Changehun 9.40 p.m. 10.00 p.m. Wednesday 5.08 a.m. Ar. - Dairen Friday ---Shanghai (*Bussian Train Time is 23 minutes earlier than S. M. R. Time.

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Douglas, Lapraik & Co. HANOI, French str., 630, J. Pannier, 16th Nov.-Haiphong, Pakhoi, Hoihow and Quang Chow Wan 12th Nov., General-A. R. Marty.

HUICHOW. British str., 1,234, Edward Forsyth, 15th Nov.-Tientsin and Ports, 4th Nov. General-Butterfield & Swire. KANCHOW, British str., 16th Nov. -- Canton.

KWANGLEE, Chinese str., 1,068, Frobery, 16th November-Shanghai 13th Nov., General-C. M. S. N. Co. Kwone Enc. German str., 972, R. Hartel, 15th Nov.-Bangkok 7th November, Rice-

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DEPARTURES. 16th November. AMIGO, German str., for Haiphong. ANHUI, British str., for Canton. CHIYUBN, Chinese str., for Shanghai. CHOYSANG, British str., for Shanghai. DEEWENT, British str., for Saigon. HAICHING, British str., for Swatow. HOPSANG, British str., for Saigon. HINSANG, British str., for Canton. HUICHOW, British str., for Canton. KWANGLEE, Chinese str., for Canton. MARIE, German str., for Hongay. OOPACE, British str., for Singapore. PELEUS, British str., for Shanghai. PERSIA, British str., for Moji. SUISANG, British str., for Shanghai. TAMING, British str., for Manile. Tungus, Norwegian str., for Saigon.

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"E. FRANZ FERDINAND," Capt. E. Nitsche, will leave for the above places TO-MORROW, the 18th inst., P.M. This steamer has capital accommodation for passengers, electric light, carries a doctor and

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| - [| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG. | BRETH | | V. V. | |
| , | | | | russ | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED. |
| # l | LONDON, HULL & ANTWERP | | | | - I was a second of the second | | TO BE DESPATORED. |
| <u> </u> | ~~~~\~\~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | BRECONSHIRE | Brit etr, | | Tomlinson | | |
| | ACCUMUM ON A NEW YORK WITHOUT AND DO | | Brit. str. | - | Owen Jones Dwo | D. A. D. H. MATHERON & CO., LD. | On 26th inst. |
| և, [| *** * * * * * * * * * * * * * * * * * | 1 A | Brit str | * | H. W. Kenrick, R. V. B. | P. & O. S. N. Co. | On 27th inst., at Noon |
| [| THE TAKEN BUTTERRILANDE WANTED A A A | | Ger, str. | k. w. | Neumann | HANDONS ASSESSMENT | About 1st Dec. |
| ٠, | | STTUTA | Ger. str. | k. w | Hildebrant | A STANDURGE SINGLES AND STREET AN | On 20th Dec. |
| | ALTA VALUE OF DESIGNATION AND A MUNICIPAL CONTRACTOR OF THE SECOND OF TH | | Ger. str | k. w | Correling | HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE | On 20th inst. |
| JI I | | SILESIA | Ger. str. | k w | Schwinghammer | HAMBURG-AMERIKA LINIE | On 25th inst, |
| 7 | AAAA TARAGA OO EE AA IN ISTI BILLA WAA AA WALLA AA TARAGA AA | SENEGAMBIA | Ger. str. | k. w. | y. Hoff | HAMBURG-AMERIKA LINIE | On 30th inst |
| | ************************************** | PERING. | Dan str | <u></u> | Eckhorn | LAMBURG-AMERIKA LINID | On 15th Dec. On 1st Jan. |
| _ | MARSEILLES, &C., VIA PORTS OF CALL | | Fren.str. | | Guionnet | MELCHERS & Co | ተመከተ የለፈር ነው ነው |
| 1 | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &O MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &O GENOA MARSEITI DO T | WAKASA MABU | Jap. str | | N. Nielsen | PLESSAGERINA MANINTERNO | 1 O- 07- 12 |
| , | | | Jap. str. | · · · · · · · · · · · · · · · · · · · | G. C. Hurry | TATLION TOREN KATRAL | On 24th inst., at D'light |
| , | -**^^^ | KITANO MARU | Jap. str. | | F. E. Cope | THE PUN LUSEN KAIRWA | On 8th Dec., at D'light |
| | | | Ger. str. | _ | P. Grosch | NIPPON YUSEN KAISHA | To-day, at 5 P.M. |
| | The state of the s | CHINA GHAZBE | Aug. str | _ | Berguglian | MELCHERS & Co. | . To-day, at Noon |
| 1 | NEW YORK VIA PORTS & SUEZ CANAL BOSTON & NEW YORK | INDRAMAVO | Brit str | ~, ~ | | SANDER, WIELER & Co, Dodwell & Co., LD. | About 24th inst. |
| | | WYNERIC | Am. str. | | | | To-morrow. |
| դ [| DUSTON & NEW YORK | | Brit. str. Brit. str. | • | · | ARNHOLD, KARREDG & Ca | |
| - | THEATONIAL FOR BUILDING TO A CONTRACT OF STREET AND SERVICE OF THE | KUMERIC | Brit. str. | | J. Mathie | DODWELL & Co., Ltd | On 23rd inst. On 4th Dec. |
| r | - ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' | KUMERIC | Brit. str. | | | DODWELL & Co., LTD. | To-morrow. |
| | VANCOUVER VIA SHANGHAD JAPAN, &c. VANCOUVER VIA SHANGHAD JAPAN, &c. | MONTEAGLE | Brit. str. | 1 m. | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | CANADIAN PACIFIC R. Co. | To-morrow. |
| - 1 | THE VALUE DOLLAR SEATTINE WILL RELEASE LA | EMPRESS OF INDIA | Brit. str. 😯 | 2 m. | y 111 210 124 114 11 | CANADIAN PACIFICER Co | On 21st inst, at Noon. |
| - 1 | TAVA VIDIA: (BRO), A. SHOATTPITE WAS CHARRES AS A C. | SHINANO MARU | Jap. str. | · | TZ | CANADIAN PACIFIC R. Co. | 1 On 4th Dec. nt/7 1 ac |
| - 1 | TAVOUR VIA SMANITHAL & JADAN | ARI MARU TACOMA MARU | Jap. str. | - | K. Sato | NIPPON YUSEN KAISHA | On 7th Dec., at Noon |
| 1 | VALUAU, IUUIUI S. XC. VIA TARAY Dange Lo | MANSHU MARU | Jap. str | - | H. Yamamoto | NIPPON YUSEN KAISHA OSAKA SHOSEN KAISHA | Un 4th Jan., at Noon |
| • | AT ON THE PROPERTY OF A MILE A | NIKKO MARU | Jap. str. | , | | Toyo Kiben Kaisha | On 19th Dec., at D'Eacht |
| - j | AURICALIAN PORTS VIA MANITA | | Brit. str. | | | NIPPON YUSEN KAISHA | On 10th Dec., at Noon. |
| | AUSTRALIAN PORTS VIA MANILA | PRINZ WALDENAR. | Ger. str. | l m. | 1 AMA | -BUTTERFIELD & Swife | On 26th inst., at Noon. |
| | AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Jap. str. | | 36 3871 -13 | MELCHERS & Co. | On 30th inst., at 4 P.M On 3rd Dec., at D'light |
| Ιi | NAGASAKI, KOBE & YOKOHAMA | KAMO MARU | Jap. str. 1 | : <u> </u> | M. Winckler F. L. Sommer | NIPPON YUSEN KAIRHA | On 24th Dec., at Noon. |
| | KOBE & YOKOHAMA | KUMANO MARU | Jap. strong | | TAT TATE A D | NIPPON YUSEN KAISHA | On 19th inst., at 5 P.M. |
| | ALAN | AWA MARU | Jap. str | | A 17-341 | NIPPON YUSEN KAIRHA | -On-24th inst., at Noon. |
| 1 4 | SINGIAU & CHEFOO | | Dut. str. | - | TT TT | NIPPON YUSEN KAISHA | Un 11th Dec., at D'light |
| | TENTSIN | | Brit str. | 1 m. | H. Harder | JAVA-CHINA-JAPAN LIJN BUTTERFIELD & SWIRE | Quick despatch. |
| | TANGER RUBE & YUKUHAMA | CY | Brit. str. | lm. | E. Forsyth | BUTTERFIELD & SWIRE | On 19th inst., at 4 P.M |
| 1 5 | PRANCHAL YOKOHAMA & KORE | | Ger. str Dan. str | k, w. | | LI 135 my m # 4 ** | On 19th inst., at Noon |
| | · | | Brit. str | | 100 100 100 100 100 100 100 100 100 100 | .1/ TOT 0000000 0 P. 20 | To-day/ |
| | HANGHAY, MAGABANI, AUBE & YOKOHAMA | Prinz Ludwig | Ger. str. | _1 m. | D. O. Ohlent | DAVID SASSON & CO. LTD. | |
| ء ا | HANGHAT KODE & KOKE " | E. F. FERDINAND | Aus. str. | | To have a | MELCHERS & Co. | To-morrow, at Daylight About 17th inst. |
| ĺŝ | HAN4#HAI | SENEGAMBIA | Ger. str. | k w. | (3-1-1, | SANDER, WIELER & Co. | To-morrow, P.M. |
|] S | HANGHAI "" "' | ANHUI | Brit, str | 1 m, | | HAMBURG-AMERIKA LINIE | . To-morrow. |
| S | HANGHAI, MOJI, KORE & VOKOHAMA " " " | | Brit. str. | | | BUTTERFIELD & SWIRE | To-morrow, at 4 P M |
| ľN | DANUDAI | Palawan Linan | Brit. str. | | C. R. Longdon, BNR | DARDINE MATRESON & CO., LD., | On 19th inst., at 4 P.W. |
| S | HANGHAI VIA SWATOW AMOV A FOOGTOW | T) | Brit, str. | l m | Williams | Personness & Co. 191 111 111 111 | About 19th inst. |
| رحاري إ | HZXIV G CAL | ~ | Pap. str Brit. str. | | Y. Fuseno | | On 21st inst., at D'light |
| 3 | CANUILAL MUJI & KORE | BB4 프랑스 1771 1771년 11 17 | Jap. str. | lm, | | BUTTERFIELD & Swire | On 25th inst., at 10 A.M. |
| 2 | | TT | Brit. str. | <u> </u> | T TO C Co | NIPPON YUSEN KAISHA | On 25th inst., st 4 P.M. |
|) Q | HANGUAT VOYOTIARE TEORY (250 " | CHENAN I | Brit. str. |] m | C. Opicor, M.M.M. | P. & O. S. N. Co. | On 25th inst. About 26th inst. |
| $\check{\mathbf{S}}$ | | NAMBANG 1 | Brit, str. | | mar in a den en e | BUTTERFIELD & SWIRE | On 28th inst., at D'light |
| ŝi | 14 N (14 A 1 | Eenest Simons I | ren.str. | | Clinary (1) | JARDINE, MATHESON & Co. L.D. | On 30th inst., at 3 P.M. |
| T | MSUI VIA SWATOW & AMOY " T | | Out, str., , . | - - | Bouman | LESSAGERIES MARITIMES | Quick despatch |
| 3 | WATOW | PAIGI MARU J | ap. str | _ [.] | TT BE | Ocara Chamara Aran Lijn | Quick despatch. |
| S | WATOW, AMOY & FOOCHOW | | Brit. str. | z h.] | Evans | DOWN T. | On 21st inst. at 10 A.M. |
| 81 | VATOW, AMOY & SHANGHAT. | - | Brit. str | ΖЪ., , | J. S. Roach | Domart T | To-day, at 10 A.M. |
| 21 | VATOW, AMOY & FOOCHOW | ** | Brit. str. | Im. | W. P. Brymer | | On 19th inst., at 10 A.M. |
| | THE COLUMN THE PARTY OF THE PAR | · | rit. str. | 2 h. | D 77 D 12 | DOUGLAS LAPRAIR & CO. | On 19th inst., at Noon. |
| | ANTE A | AFIEO B | rit str. 7 | | D 10 - 1 | JARDINE, MATHESON & CO Tr | On 23rd inst., at 10 A.M. |
| | NITT A | EAN B | rit. str. A. | 1 m. | 1 307 6 | DEEWAN TOMES & CO. | On 19th inst., at 4 r.m. On 20th inst., at Noon |
| | A NITT A | OONGSANG B | rit. str. T. | | T. A. Correst natified 1 | SUTTERFIELD & SWIRE | On 23rd inst, at 3 P.M. |
| | RII & ITOTIO " " " " " " " " | овт в | rit. etr | _ i | D 121 11 | ARDINE, MATHEBON & CO. T.D. | On 26th inst., at 4 P.M. |
| SA | NDAKAN | UNCKIANG B | rit. str. | 1 m (| 1311 | HEWAN, TOMES & CO. | Un 2/th inst. at Noon |
| K | JDAT & SANDAKAN | | rit. str. | - | Weigall | Labrary M. | Un ZZnd instant 4 manufact |
| $\mathbf{R}C$ | MBAY VIA SINGAPORE & COLOMBO 5 | A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | er, str. | - I | Sembill | for over a sum and the control of th | JA Zord inst. at 4 par 1 |
| SL | NGAPORE, PENANG & CALCUTTA = " 7 | | P. Str. | : 1 | V. A. Evans | Jennos W. | Middle of Nov. |
| OL. | NGAPUME. SAMARANG & ROTTRADAVA To | | rit str | , I | J. Bull J | ABDINE, MATHERON & Co. L | In 19th inst. |
| ΒA | THE VIEW COLDINATED AND A SECOND A | | ut. str. L | | J. | ABDINE MATHRONE CA. T | Po-day, at 3 P.M. |
| - | | | | T: F | J. van Emmerick J | AVA-CHINA-JAPAN LIJN | on 20th inst., at 4 P.M. Quick despatch. |
| | | | 100 B 12 | | | | |
| ٠. | | | | | | | C |

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| Steamer. | Tons. | | - 10 L. 20 L |
|--------------------------------|----------------------------------|---|--|
| | Tons, | Captain. | Sailing Date. |
| KUMERIC AYMERIC SUVERIC OCEANO | 6,232 4,363 6,232 4,657 | J. Mathie J. Boyd S. Shotton F. W. Davies | On 18th November. On 16th December. On 13th January. On 10th Echanol |

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers, PARCEL EXPRESS TO THE UNITED STATES & CANADA.

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KUDAT & SANDAKAN "BORNEO" Middle of - Capt. F. SEMBILL November. NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, "PRINZESS ALICE" Wed'day, 17th ANTWERP & BREMEN Capt. P. GROSCH Nov., at Noon. SHANGHAI, NAGASAKI, KOBE "PRINZ LUDWIG" (About Wed'day, and YOKOHAMA Capt. F. v. BINZER 17th November. MANILA, YAP, NEWGUINEA, "PRINZ WALDEMAR BRISBANE, SYDNEY. and Friday, 3rd MELBOURNE Capt. F. ISEKE Dec., at D'light

For further Particulars, apply to

FOR

Hongkong, 16th October, 1909.

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER PLYMOUTH AND LONDON

SAVING 5 to 7 DAYS' OCEAN TRAVEL. From Hongkong. From St. John, N.B. "MONTEAGLE" SUNDAY, 21st Nov. "EMPRESS OF INDIA" SAT., 4th Dec. "EMPRESS OF JAPAN" SAT., 1st Jan. "EMPRESSOF BRITAIN" FRI., 31st Dec. THE Steamship "CHARTER" "EMPRESS OF CHINA" SAT., 29th Jan. "EMPRESS OF IRELAND "FRI., 25th Feb. FRIDAY, 28th Jan. MONTEAGLE" TUESDAY, 15th Feb.

"Empress" Steamships leave HONGKONG at 7 A.M. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN with the Company's New Palatial "EMPRESS". Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

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FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN WIA

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SHANGHAI. BTEAMERS SHANGRAI, KOBE & :- "ERNEST SIMONS" YOKOHAMA $\{On - Nov., P.M.\}$ SHANGHAI, KOBE YOKOHAMA ... Capt. Charbonnel On 22nd Nov., P.M. "ARMAND BEHIC" MARSEILLES VIA PORTS On 23rd Nov. Capt. Guionnet | 1 P.M. "ERNEST SIMONS" MARSEILLES VIA PORTS ∫On 7th Dec. Capt. Girard

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marsoilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. DE CHAMPMORIN, AGENT, Hongkong, 10th November, 1909. Queen's Building.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBB

THE Steamship

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 18th inst., at Daylight. This Steamer has superior accommodation for passengers, is installed throughout with Electric

Light and carries a duly certified dector. RETURN TOURS TO JAPAN (Occupying 24 Days).
Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Koba-(Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers,

Fare for round trip, \$120. For Freight or Passage, apply to DAVID SASSOON & Co., LD.

Hongkong, 17th November, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC," will be despatched for the above Ports on TUESDAY, the 23rd November, 1909. For Freight, apply to
ARNHOLD, KARBERG & Co.,

Hongkong, 17th November, 1909. [1345]



LLOYD'S STEAM NAVI. AUSTRIAN GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS, to Persian Gulf, Red Sma, Black SEA, VENICE LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

' CHINA.' Captain Berguglian, will be despatched as above on or about the 24th inst. This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight,

apply to SANDER, WIELER & Co.,

Princes Buildings. Hongkeng 1st November, 1909.

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, HULL AND ANTWERP. THE Steamship

"BRECONSH IRE," Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst. For Freight or Passage, a pply to JARDINE, MATHESON & Co., LTD.,

Agents. Hongkong, 1st November, 1909.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"ASSAYE," Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 27th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's B.S. "MOLDAVIA," 9,500 in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on the 8th January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents

and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 15th November, 1909.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" On 11th Dec., 1909. For Freight and further information

SHEWAN, TOMES & Co., General Agents. Hangkong, 13th November, 1909. [1414

COMMONSENSE WA NUTSHELL
A new medical work on the causes & most scientific
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PENINSULAR

STEAM NAVIGATION COMPANY.

| FOR | 8THAMERS | TO SAIL | rumark5 |
|--|--|----------------------|----------------------------|
| SHANGHAI, MOJI, KOI and YOKOHAMA | BE PALAWAN | About 19th Nov. | Freight and Passage. |
| | HIMALAYA Capt. L. E. S. Spicer, B.N.R | • | |
| LONDON VIA UBUAL PO | RTS) ASSAYE | } Noon, 27th Nov. | See Special Advertisement. |
| LONDON and ANTWED VIA SINGAPORE, PE ANG, COLOMBO, Po SAID and MARSEILLES | N. (NAMUR ORT (Capt. H. W. Kenrick R. N. R. | About 1st Dec. | Freight and Passage. |
| | | | |

For further Particulars, apply to

Hongkong, 15th November, 1909.

E. A. HEWETT, Superintendent.

CHINA NAVIGATION CO., LD.

| | | SAILINGS | SUBJE | CT TO | ALTERAT | 'ION. | |
|----|-----------------------|--|----------------|-------------|---|--------------|---|
| | SHANGHAI | Fon | | STEAME | rs . | TO SA | IL. |
| | SHANGHAI | * > 1 * + 4 * * * * * * * * * * * * * * * * * | | 'ANHUI" | 79194411444 | On 18th N | ov., 4 P.M. |
| | TIEM LOIN | | | HUICHO | W " | - On 10th N | lov Noon |
| | ONIALUM, MAC | OI MIG BELAN | GHAL" | HOLHOW | f | - (In 19th N | AN NAAN |
| | TSINGTAU and SHANGHAI | d CHEFOO | | LIANGC | HOW" | On 19th N | lov. 4 P.M. |
| | SHANGHAI | ***************** | | LINAN" | | On 21st N | ov D'light |
| • | OEBU and ILO | ILO | | SUNGKI | ANG" | On 22nd 1 | Joe A Da |
| | | and the second s | | MITT A ST.D | | | e '= |
| | SHANGHAI | | 14 | CHINHU | A '' | On 25th N | ov. APM |
| _, | SHANGHAI | | 44 | CHENAN | 77 | On 28th N | lov D'licht |
| • | MANILA. | ZAMBUA | NGAT | | | | 10 11 12 12 12 12 12 12 12 12 12 12 12 12 |
| | THURSDAY | ISLAND, | COOK. | | | | ** |
| | TOWN. CA | LIRNS. T | OWNS- | | | | |
| | VILLE, BR | ISBANE. SY | DNEY. \" | TATYIIA | N'' | On 30th N | OT 4 P M |
| • | with Tranships | nent for TASM | ANIA. | | *** | OR SOME | Or., Tr.m. |
| | NEW ZEÁL | AND, ADEL | AIDE. | | | | |
| | FREMANTL | E and PERTH | | | | | |
| • | DΙ | RECT SAILI | vgs to v | WEST RI | VER Trains | Washir | |
| | | 0.0 4/ = | Tation 1 37 II | 1 ~ ~ | · ~ · · · · · · · · · · · · · · · · · · | it comit | |

S.S. "LINTAN" and S.S. "SANUI." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-· rooms and Dining Saloon,

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

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DOUGLAS STEAMSHIP LIMITED.

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| THE COAST HAVING SPLEASENGERS. ELECTRIC | ENDID ACCOMMODATION LIGHT AND FIRST CLA | N FOR FIRST CLASS |
|---|---|---------------------------------|
| STEAMBRS | FOR | LEAVING. |
| "HAIMUN," { | SWATOW | {WED'DAY, 17th Nov., at 10 A.M. |
| "HAITAN," Capt. J. S. Rosch | SWATOW, AMOY and FOOCHOW. | FRIDAY, 19th Nov., |

-" HAIYANG " SWATOW, AMOY and TUESDAY, 23rd Nov., Capt. A. E. Hodgins at 10 A.M. FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL

ABBIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

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Hongkong, 17th November, 1909.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

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| , | | | |
|---|---|------------|-------------------|
| | DESTINATION | STHAMBES | DATE OF SAILING. |
| | SHANGHAI, YOKOHAMA and KOBE | "CANTON" | On 17th November, |
| | MARSEILLES, HAVRE, COPENHAGEN GEN GOTHENBURG and BALTIC PORTS | "PEKING" | |
| | MARSEILLES, HAVRE, COPENHA-) GEN, GOTHENBURG and BALTIC POETS | " CANTON " | Middle of Decemb |
| • | | | |

For Further Particulars apply to Hongkeng, 6th November, 1909.

MELCHERS & CO., AGENTS.

INDO-CHINA S. NAV. CO., LD.

| | | | , |
|--|------------------------|-----------------------|-------------------|
| PROJECTED SAILINGS FROM HO | NGKONG (SUB) | ECT TO AL | TERATION.) |
| | | | - · · |
| *SINGAPORE, PENANG& CALCUTTA | "KUMSANG". | . Wed'day: 1' | 7th Nov 3pm |
| * MANILA | "YHENSANC" | Weidse 1 | Oll Man Anna |
| † SHANGHAI | "ECOCITING" | remay, 1 | эш доу., 4 Р.М. |
| WINCADODE CARRESTANA & Carrest | FUUSHING | . Priday, 19 | nn Nov., 4 P.M. |
| SINGATURE, SAMARANG & SOURABAYA | " FAUSANG" | <u>. Saturday. 20</u> | Jth Nov., 4 P.M. |
| SINGAPORE, SAMARANG & SOURABAYA SANDAKAN MANILA | "MAUSANG" | Tuesday 2 | 3rd Nov 4 P M |
| THE STATE OF THE S | . A THE RESIDENCE AS A | " Pridar 2 | Sil Man Anna |
| †SH'HAI, YOKOHAMA, Kobe & Moji | "NAME AND | Discoling, 20 | JUL DIOV., 4 P.M. |
| Wat trace, a carolatemati, mode of Michi | | . Tuesday, 3 | Oth Nov., 3 P.M. |
| RETURN TOU | JRS TO 1. | APAN. | _ |
| | TITO OF THE PRO | | |

OCCUPYING 24 DAYS.

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtese Ports, Chefoo, Tientsin & Newchwang Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao,

Usukan, Jesselton and Labuan. Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Congkong, 16th November, 1909. GENERAL MANAGERS.

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TIAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black See and Baltic Ports,

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf. Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD. FOR SHANGHAI, KOBE & YOKOHAMA: 8.8. SUEVIA ... 17th Nov. S.S. SENEGAMBIA ... 18th Nov. S.S. SITHONIA ... 1st Dec.

S.S. SCANDIA 10th Dec.

Hongkong, 2nd November, 1909.

FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA 20th Nov. FOR HAVRE & HAMBURG: S.S. SILVIA 25th Nov. FOR HAVER, HAMBURG & ANTWERP: S.S. BRISGAVIA 30th .Nov. FOR HAVRE, ROTTERDAM & HAMBURG: 8.8. SILESIA 15th Dec. FOR ROTTEBDAM &-HAMBURG: S.S. ARABIA ... 20th Dec.

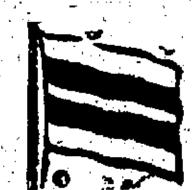
Hongkong Office.

S.S. BRASILIA... ... 18th Dec, S.S. SEGOVIA 28th Dec. FOR HAVRE & HAMBURG SS. SENEGAMBIA Further Particulars, apply to-HAMBURG-AMERIKA

AMERICAN

| POOTIT! | T.T. TATE | MINT | | . • • • • • • • • • • • • • • • • • • • | | TA TEN |
|--------------------------------|-------------|-------------|---------|--|----------|---------------|
| WALL AND TOUTOUR | REGULAR STE | | | | . | TOTT 4 75 4 |
| "CALLAO, IQUIQUE, HONOLULU, | | | | · - · | | |
| S.S. MANSHU MARU | | | | | | |
| S.S. AMERICA MAR | U | 6000 " | | , | Febr | 5th, 1910, at |
| For particulars app | | | | ATSDA, | • . | Noon |
| • | | TOYO J | Kisen | KAISHA | , King's | Building. |
| Hongkong, 5th Novemb | er, 1909. | | • | | | [462 |

KAISHA. NIPPON YUSEN



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-CITETROT TO ATAME A MICHAEL

| 0 | SUBJECT TO ALTERATION. | | | | |
|--|---------------------------------|------------------------------------|--|--|--|
| Destinations. | Steamers. To | ons. Sailing dates, | | | |
| MADORITIES TOMON | * KITANO MARU | WED'DAY, 17th Nov., | | | |
| MARSEILLES, LONDON and ANTWERP, via SINGA-PORE, PENANG, COLOMBO and PORT | | WED'DAY, 24th Nov., at Daylight. | | | |
| SAID | SADO MARU Capt. G. C. Hurry, 6, | WED'DAY, 8th Dec., at Daylight. | | | |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, | | TUESDAY, 7th Dec., at Noon. | | | |
| MOJI, KOBE, YOKKAICHI, | S AKI MARU Capt. K. Sato, 7,6 | TUESDAY, 4th Jan., at Noon. | | | |
| SYDNEY and MELBOURNE, | NIKKO MARU | FRIDAY, 26th Nov., | | | |
| Vis MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | TETELS A MUSIC SERVICES | ooo f at Noon. FRIDAY, 24th Dec., | | | |

BOMBAY via SINGAPORE (I BOMBAY MARU FRIDAY, 19th and COLOMBO November. Capt. W. A. Evans, nagasaki, KAMO MARU FRIDAY, 19th Nov.,

YOKOHAMA ... at 5 P.M. -Capt. F. L. Sommer, NAGASAKI, KOBE KUMANO MARU WED'DAY, 24th Nov., YOKOHAMA ... at Noon. Capt. W. Winckler, 6,000

SHANGHAI, MOJI and I TAKASAKI MARU THURSDAY, 25th Capt. A. Mocker, 5.000 J November,

AWA MARU

Capt. A. Keith, at Daylight. * Calling at Genoa. § Fitted with New System of Wireless Telegraphy.

+ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days,

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road. KUSUMOTO, Hongkong, 15th November, 1909. MANAGER.

CHINA MANILA

STEAMSHIP COMPANY, LIMITED.

| | | | | <u> </u> | |
|-----|----------------------------------|---------------|---------------------------|------------------|--|
| : | STEAMSHIP | Tons. | CAPTAIN | FOR | SAILING DATE. |
| · . | ZAFIRO | 2540 2540 | R. Rodger R. W. Almond | Manila Manila | On 20th Nov., Noon. |
| | For Freight of Hongkong, 15th | r Passage ann | ly to | SHEW | AN, TOMES & Co., eneral Managers. 114 |

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED,

FOREIGN MONIES exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS of 1910. Head Office for the Far East: 16, DES VŒUX ROAD. HONGKONG.

14. WATER STREET, YOKOHAMA

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA. CHINA AND JAPAN

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|------------------------|----------------|--------------------------|
| ТЈІМАНІ | ЈЛУА | Second half of Nov. | SHANGHAI | Second half of |
| TJILATJAP | JAPAN | Second half of Nov. | JAVA | Second half of Nov. |
| TJILIWONG | JAPAN | First half of Dec. | JAVA | First half of |
| TJIKINI | JAVA | First half of Dec. | JAPAN | Dec. First half of |
| TJIPANAS | JAVA | Second half of Dec. | SHANGHAI | Dec. Second half of |
| TJIBODAS | JAVA | Second half of Dec. | JAPAN | Dec. Second half of Dec. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

877]

at Noon.

York Buildings, 1st Floor.

Hongkong, 9th November, 1909.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

Telephone No. 375.

._..STEAMERS (Gross reg.) TACOMA VIA SHANGHAI, SUNDAY, 19th MOJI, KOBE and YOKO Dec., at D'light. Capt H. Yamamoto,

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMBRS. | LEAVES. |
|--|--------------------------------|-------------------------------|
| | | <u> </u> |
| TAMBUI VIA SWATOW, & AMOY | "DAIGI MARU" Capt. M. MURAYAMA | SUNDAY, 2Lst Nov., at 10 A.M. |
| | | |
| SHANGHAI VIA SWATOW, AMOY & FOOCHOW | "BUJUN MARU" Capt, Y. Fusuno | THURSDAY, 25th Nov. |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built-Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Clause Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Huildings.

T. ARIMA, MANAGER.

STEAM NAVIGATION CO.

HOMEWARD **PASSENGER** - SEASON

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

Colombo, India, Australaria, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK,

| | | | والمتحالين والأوراد المتحارب والمتحارب والمتحارب والمتحارب والمتحارب والمتحارب والمتحارب والمتحارب والمتحارب والمتحارب | | |
|--|--|--|--|---|---|
| SATURDAY, 11th Dec., at Daylight. | STEAMERS to Colombo | Leave Honekone | Connecting Steamers from Colombo to Marshilles & London | Due Marssilles (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) |
| Cargo only. in the United States, RAILWAY and Atlantic saki and Yokohama, 1st ail. to Yokohama 6 days, | Steamer Tons ARCADIA 7000 ASSAYE 7500 DELTA 8000 MACEDONIA 10500 | February 5 February 19 March 5 March 19 | MANTUA 11000 CHINA 8000 MALWA 11000 {(Through Steamer) calling at BOMBAY) | SATURDAY March 5 March 19 April 2 April 16 | FRIDAY March 11 March 25 April 8 April 22 |
| UND-THE-WORLD. apply at the Company's USUMOTO, LNAGER. [15] | DEVANHA 8000 ASSAYE 8000 DELTA 7500 DELHI 8000 | April 2 April 16 April 30 May 14 | MONGOLIA10600 MARMORA10500 MOREA11000 MOOLTAN10000 | April 30 May 14 May 28 June 12 | May 6 May 20 June 3 June 18 |
| | | · , , , , , , , , , , , , , , , , , , , | | | |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN.

In addition to the above Mail Steamers the following: -INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

| | SINARRA | | | Hongkong . | London London |
|---|--|--|--|--|---|
| | SYRIA SUMATRA NYANZA SUNDA MALTA SABDINIA NORE | ### ### ### ### ### ### ### ### ### ### ### | Tonnage 6600 4600 6700 4670 6060 6700 6700 | about January 26 February 9 February 23 March 23 April 20 May 4 May 18 | march 12 March 26 April 9 May 7 June 4 June 18 July 2 |
| • | | | | | ĺ |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN.

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:-

SUPERINTENDENT

POST OFFICE NOTICE

Only fully prepaid letters and postoards are transmissible by the SIBERIAN Route to EUROPE. CHRISTMAS MAILS TO LONDON. The following are the appeximate dates of arrival of letter mails at London :-Gorman Recept due London December 16th.

> YIA SIBERIA. due London December 13th.

The Prine Ludwig, with the German mail of the 20th October, left Singapore on Sunday, the 14th inst., at 8 a.m., and may be expected here to morrow, at 4 p.m. The Tonkin, with the French Mail of the 22nd October, left Singapore on Monday, the 15 th inst., at 5 p.m., and may be expected here on or about Monday, the 22nd inst., a m. This packet brings replies to letters despatched from Hongkong on the 18th September.

| FOR | TH R | DATE |
|---|-----------------------|---|
| Swatow | Haimun Kitano Maru | Wednesday 17th, 9.00 A M Wednesday 17th, 10.00 A. Wednesday 17th, |
| | | Printed Matter and Ben- |
| HUROPE, &c., India via Tuticoriu | | Registration, 10.00 A. M. (Registration, 1 with 1 to |
| Postege 10 seats) assesses ses sesses (Leiters posted in all the Pillar Boxes in time for the first elearance will be | Prinzess Alice | fee of 10 sents, up 1 |
| included in this contract mail.) | | B.C10.00 A. x |
| | | No late fee, Lutters |
| Bangkok | Kehrichang | Wednesday, 17th, Noon. |
| Masso Penang and Calcutta | Bui Tai | |
| Shangbai, Yokohame, Kobe and Moji | Japan Dardanus | Wedn aday, 17th, 5.00 P.M. Thursday, 18th, 9.00 A.M. |

"LOTUS"

TEA. BLEND

RICH

PURE

KOWLOON DOOK .- On Lee, Tenyo Maru.

TAIKOO DOCK-St. Enoch, Hupeh, Hothow,

H.M.S. Whiting, Bui An, H.M.S. Moorhon.

Loans,

AREDEEN DOCK .---

COSMOPOLITAN DOCK.—

Yingchow, Vigilante, Hoi Fook.

Obtainable at all the Stores.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

TO-DAY. 5 P.M.- Hongkong Gun Club, Annual General

COMMERCIAL.

EXCHANGE. CLOSING QUOTATIONS

| CLOSING QU | JIATIUŅB. |
|--|-------------------|
| | November 16th. |
| On London:- | |
| Telegraphic Transfer Bank Bills, on deman | 1/8福 |
| Bank Bills, on deman | d1/8‡ |
| Bank Bills, at 30 days | s' sight1/8操 |
| Bank Bills, at 4 mont | ha' sight1/8-ik |
| Credits, at 4 months' | sight1/9h |
| Documentary Bills 4 p | conths' sight1/9} |
| ON PARIS:- | |
| Bank Bills, on deman | .d218 |
| Credits, at 4 months' | sight222 |
| On Germany: | |
| On demand | 177 |
| ON NEW YORK:- | |
| Bank Bills, on deman | d,.42g |
| Credits, at 60 days' si | ght434 |
| ON BOMBAY : | - ** |
| Telegraphic Transfer | 1003 |
| Bank, on demand | 1263 |
| On CALCUTTA: | 1007 |
| Telegraphic Transfer | 1003 |
| Bank, on demand | 1253 |
| On Shanghai :- | 7 5 |
| Bank, at sight | |
| Private, 30 days' nigh | |
| ON YOKOHAMA:—On demai: ON MANILA:—On demai | |
| On SINGAPORE:—On de | |
| ON BATAVIA:—On doma | |
| On Halphong:—On den | nand 71 % |
| On Saigon:—On deman | 7 . 7 |
| On BANGKOR:—On dem | nna 993 |
| BOYEREIGNE, Bank's Buy | ing Rate \$11.55 |
| GOLD LEAP, 100 fine per | tael \$60.40 |
| GOLD LEAF, 100 fine, per BAR SILVER, per 04. | 233 |
| The state of the s | |

OPIUM.

| | November 16th. |
|--|--|
| Quotations are: | |
| Malwa News | \$1,300/1,330 per picul |
| Malwa Old | *************************************** |
| Malwa Older | \$1,370/1,420 |
| Malwa V. Old | \$1,430/1,450 |
| Persian fine quality | \$1,100/1,200 |
| Persian extra fine | |
| Pains New | \$1,475 per chest |
| Patna Old | \$1,400 |
| Benares New : | \$1,475 |
| Benares Old | in the state of th |
| And the second of the second o | |

STEAMERS PASSED THE CANAL. October 23rd-Palaxan, Peleus, Vanadlia 27th-Abstralien, Benmohr, Montrosc. 30th-Ajaz, * Kennebec, Tonkin, Prins Ludwig. Sanuki Maru. November 3rd -Nippon, Aragonia, Glentuerri, Cardiganshire, Machaon, Sithonia, Persia, Spezia. 6th—Flintshire, Patroclus, Sicilia, Tydeus, Oceanien, Sithonia. 10th—Goeben, Benledi, Glenavon, Indrapura. Prometheus, Nile, Orestes. 13th-Lucisow, C. Ferd. Lacies, Idomeneus, Polymerien, Awa Maru, Kanagawa Maru.

ARRIVALS AT HOME. November 12th-Prina Eilel Friedrich Lennox, Teucer.

MASPERO FRERESLO

CAIRE, EGYPTE

THE MAN OF TASTE.

The Cigarettes of Distinction

Bouton Rouge

and Felucca

HERMETICALLY SEALED BOXES

AT \$2.80 AND \$4.20 PER 100

FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS.

HONGKONG, NOVEMBER 16TH, 1909.

| | Hongkong, No | VEMBER 161 | н, 1909. | | |
|---|--|---|--|----------------------|---|
| | Srooms. 10 To | no. of Bharns. | VALUE: | PAID UP | CLOSING QUOTA- TIONS CASH, |
| ID | Banks.— Hengkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$9925, sellers |
| FRAGRANT. | National Bank of China, Limited Bell's Asbestos Eastern Agency, Limited | 99,925 8,604 | £7 12/6 | I' '" ' | \$65. \$10. buyers |
| | China Borneo Company, Limited. China Light and Power Company, Limited. | 60,000 50,000 50,000 | \$12 \$10 \$1 | \$12- \$10 \$1 | \$121, pellers \$52, buyers |
| EE & SON. | China Provident, Loan & Morigage Co., Lid | 200,000 | \$10 | | \$9:50. |
| PROVISION MERCHANTS. | Ewo Cotton Spin'g. & Weaving Co., Ld., Hongkong Cotton Spinning Co., Ld., International Cotton Manufing Co., Ld. | 20,000 125,000 10,000 | Tle. 75 | \$10. Tls. 75 | Tis. 140. \$6, males, Tis. 90. |
| VESSELS EXPECTED. | Laon-Kung-Mow C. Spin.& West-Co., Ld Soy Chee Cotton Spinning Co., Lainited | 8,000 2,000 40,000 | Tla. 500 | Tls. 500 | Tis. 111. Tis. 435. \$16½, sellers |
| THE CANADIAN MAIL. | Dairy Farm Company, Limited | | \$50 | all | \$623, sellers |
| The C.P.R. str. Monteagle arrived at Shanghai at 1 p.m., on the 14th inst., and left again at 4 p.m. on Sunday for Hongkong, where she | New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld. | 10,000 55,700 | 763 Tis. 100 | 363 Tls. 100 | \$53, sellers \$9, sellers Tls. 76, |
| is due to arrive at 6 a.m. to-day. The C.P.R. str. Empress of India left Van- conver, B.C. for Hongkong via usual ports of | Shanghai and Hongkew Wharf Co., Ld.: Lenwick & Co., Limited | 18,000 | \$25 | \$25 | Tis. 135. |
| call on the 28th ult., at p.m. THE GERMAN MAIL. The I.G.M. str. Prinz Ludwig, carrying the | Green Island Cement Co., Limited Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited | 400,000 7,000 60,000 | £10 | all. | \$74, sellers \$210, bayers \$204, sellers |
| German Mails with dates from Berlin of the 20th ultime, left Singapore on the 14th inst., at 8 a.m., and may be expected here to-morrow | Hongkong Hotel Company, Limited | 12,000 8,000 5,000 | \$50 { | \$50 \$25 | \$75, buyers \$431, buyers \$180, sellers |
| THE FRENCH MAIL. The M.M. str. Tonkin with the French Mail | Hongkong Rope Manufacturing Co., Limited Insurances.— | 60,000 | \$10 | | \$23, sal. & sel. \$162½, sellers |
| of the 24th ultimo, and mails from London of the 23rd ultimo, left Hingapore on the 15th instant, at 5 p.m., and is expected to arrive here on or about Monday, the 22nd instant, and will | Canton Insurance Office Co., Limited China Fire Insurance Co., Limited China Traders Insurance Co., Limited | 24,000 | \$100 \$83.33 | \$20 \$25 | \$114, sales \$92, buyers \$375, sellers |
| leave for Shanghai and Japan on the same afternoon. THE AUSTRALIAN MAIL. | Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited Union Insurance Society, Limited | 10,000 12,400 | £15 | £5 \$100 | Ths. 106, buyers \$850, sales \$230. |
| The N.Y.K. str. Kumano Maru (Australian Line) left Thursday Island, for this port via Manila on the 11th instant, and is expected | Hongkong Land Invest. Agency Co., Ld. | 50,000 | \$100 | \$100 | \$104½, sellers |
| here on the 22nd instant. The C.N. Co.'s str. Taiyuan left Sydney on the 30th ult., and is due here on the 24th inst. | Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. Shanghai Land Investment Co., Limited | 6,000 78,000 | \$50 Tls. 50 | Tis. 50 | \$9, sellers \$30, sellers Tls. 119, buyers \$44, buyers |
| THE AMERICAN MAIL. The P.M. str. Korea left Yokohama on the 8th inst., en reute to Hongkong, via Manila, | West Point Building Co., Limited Mining.— Société Française des Charb'ges du Tonkin | 12,500 | Fos. 250 | | 2 625, buyers |
| and is scheduled to arrive at Hongkong on the 19th instant. THE INDIAN MAIL. | Raub Australian Gold Mining Co., Ld Peak Tramways Co., Limited | 200,000 25,000 50,000 | \$10 | all, | 174, sellers 9131, sellers 11.40, sellers |
| The Apoar str. Lightning from Calcutta left Singapore on the 14th instant afternoon, and may be expected here on or about the 20th inst. | Philippine Co., Limited | 75,000 | \$10 | \$10 | \$65, buyers \$157, buyers |
| The Indo-China str. Name and left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about the 26th | Chine Sugar Besining Co., Limited Luzon Sugar Resining Co., Limited Robinson Piano Co., Limited | 7,000 | \$100 | all eso | |
| inst. MERCHANT STEAMERS. The Swedish str. Canton left Port Said on the 14th ultime, and may be expected here to- | STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld | { 30,000 | \$25 | \$25 | . |
| day. The Austrian Lloyd's str. E. Frans Ferdinand left Singapore for this port on the 10th inst., | Douglas Steamship Co., Limited | 20,000 80,000 60,000 pref. 60,000 def. | \$15 } | \$15 | \$30½, sellors \$41, buyers \$519, buyers |
| and is due here to-day. The HA. Linie str. Suevia left Bangkok on the 10th instant a.m., and may be expected here | Shell Transport & Trading Co., Limited Star Ferry Company, Limited | 2,000,000 10,000 10,000 | £1 \$10 | \$10 | 71/6 \$25, buyers |
| to-day. The N.Y.K. str. Kitano Maru (European Line) left Bhanghai for this port on the 13th | South China Morning Post, Limited | | \$25 | \$25 | |
| instant, and is expected here to-day. The N.Y.K. str. Bombay Maru (Bombay Line) left Moji for this port on the 12th | STORES AND DISPENSABIES.— Campbell, Moore & Co., Limited Wm. Powell, Limited Watkins, Limited | 1,200 15,000 10,000 | \$7 | \$7 | \$12. \$3, sellers : \$5, sellers |
| inst., and is expected here to-day. The M.M. str. Ernest Simons left Saigon on the 14th instant, at 4 p.m., and is expected to | A. S. Watson & Co., Limited | 90,000 | \$100 \$100 | \$10 \$100 | \$8, sellers \$150. \$12½, sellers |
| Shanghai and Japan at midnight of the same date. | United Asbestos Oriental Agency, Limited Union Waterboat Co., Limited | 100 fders 50,000 | \$10 | \$10 | |
| The C.N. Co.'s str. Linan left Shanghai on the 14th inst, and is due here to day. The HA. Linie str. Senegambia left Singapore on the 12th instant a.m., and may be | Rubbers,— balgownies, Pegolis. Ragalias Anglo Malays | | | | \$68 (Sts.) vel. \$25 (Sts.) \$29 (Sts.) |
| capected here to-morrow. The N.Y.K. str. Kamo Maru (European Line) left Singapore for this port on the 12th | Ragalias Anglo-Malays Castlefields, fully paid | | | | 15/- sellers 55/-/sales £6-12-6 |
| inst, and is expected here to-morrowam. The H. A. Linie str. Vandalia left Singapore on the 13th instant p.m., and may be expected | Castlefields, fully paid Consolidated Malays Damensaras Highlands and Lowlands Kamunings | | | | £4-3-0 67/6. 3/9, sellers |
| here on or about the 19th instant. The P. & O. str. Palawan left Singapore for this port on the 13th inst., at 2.30 p.m., and is | Kamuninge Kuala Lumpur Ledburye | | - | | 95/- buyers £2-7-6 24/ sellers |
| due here on the 19th inst., at about 8 a.m. VESSELS IN DOCK. | Kuala Lumpur Ledbury's Linggis Sapongs Shelfords Sungei-pars Ka | A I I I I I I I I I I I I I I I I I I I | | | 23/- 35/- sellers £3-15-0 |
| November 16th. | | <u>an ing Kabupatèn Pada</u> | and the state of | | |

Quotation. Amount Interest. Tla 767,200 Tla. 250 7 % p. annum Par-Chinese Imperial 1886

TERNON & SMYTH, Share Brokers.

NOTICES TO CONSIGNALS

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.) NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

having arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods are being landed at their risk. into the hazardous and/or extra hazardous Go-downs of the Hongkong and Kowloon Wharf and Godown Company, Ld., Kowloon, whence delivery may be obtained. Perishable Goods to

be taken delivery of immediately. All Claims must be sent to the Office of the undersigned before Noon on the 20th inst., or they will not be recognised. All Claims will be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & Co.,

Hongkong, 10th November, 1909. NOTICE TO CONSIGNEES.

SINGAPORE.

THE Steamship

having arrived from the above Ports. Con-

PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consigness risk; and COAL DEPARTMENT.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LTD.

SAYO, SHINNEW, and KAMIYAMADA, SOLE AGENTS TOB NOTICE TO CONSIGNEES. KISHIDAKE, MIYAO and KIGYO

KOMATSU Coals. HEAD OFFICE -- MARUNOUCHI. TOKYO.

MITSU BISHI GOSHI RWAISHA

SOLE PROPRIETORS of TAKASIMA

OCHI, MUTABE, HOJO, NAMAZUTA.

(MITSU BISHI CO.)

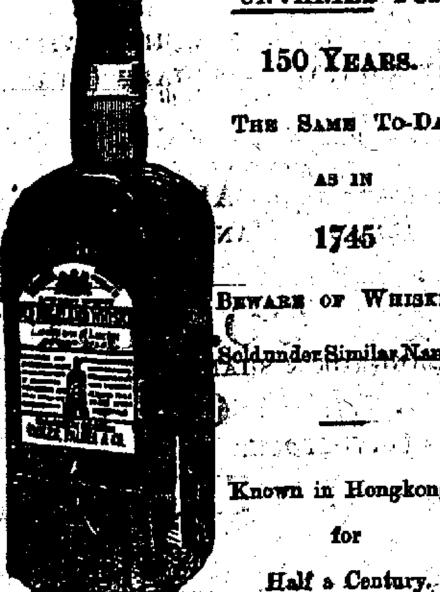
BRANCH OFFICES NAGASAKI, MOJI, KARATSU, WAKAMATSU,-KODE, OSAKA, SHANGILAI, HONGKONG, HANKOW: Cable addresses for above, "IWASAKI

AGENCIES:-YOKOHAMA: M. ASADA, Edgi; CHINKIANG : Moure: GHAHING & Co. MANILA: Messis. MACONDRAY & Co. For Particulars apply to

Codes, Al. ABC 5th Ed., Western Union

H. OISHI, Manager No. 2. Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

NAPIER JUHNSTONE'S "SQUARE BOTTLE" WHISKY.



UNVARIED FOR 150 YEARS.

THE SAME TO-DAY A5 1N

1745

BEWARE OF WHISKIRS FITHE Company's Steamship Soldunder Similar Names

Known in Hongkong for

SOLE AGENTS IN HONGKONG. LANE, CRAWFORD & Co., and from ALL WINE MEBCHANTS .. [5

PASSENGERS. A. C.

Per Ghasee, from Keelung, Mr F. W. Persch. Per Haimun, from Swatow, Mr and Mrs Chapman, Mrs E. Mutton, Miss Royce, Messrs Inter and W. Patow. Por Huichow, from Tientsin, &c., Messrs Rogers, Struggles, Lardrouse, Bowdry, Samson,

Hodgkins and Kruser. Hislope and James Acheson.

Minor, Mrs A. J. Deal, Mrs Woods, Misses C. Messys Queson, Wilson, Jose Valdez, S. Conception, G. Lavance, D. B. Williams, G. Bunnel, E. M. Elam, E. Gaiser, E. Reiner, M. Rosas and A. Mircado.

Per Princess Alice, for Hongkong, from Yokohama, Mrs Ruby Clark & Mr R. Laurens; from Kobe, Miss Cadbury; from Nagasaki; Messrs R. F. Christman and F. Momohara; from Shanghai, Mr and Mrs Scull and maid, Mr and Mrs Aldrich, Mr and Mrs Czawford, Mrs Kreecoo, Mrs M. Krater and daughter, Misses Muntz and Ruby Christball, Messrs Lesage. M. Trettel, John Cromartz, M. E. Reese, C. W. Rosenstock, Johnstone, Ernst. Preuse, R. Hillbrandt, A. Nichalski, and Kotick -

FROM CALCUTTA, PENANG AND

"JAPAN,"

signess of cargo are hereby informed that their goods will be delivered from alonguide.

Cargo impeding the discharge will be landed at once, at Consigness risk and expense.

Cargo remaining on board after 4 P.M. of the 17th inst., will be landed at Consigness risk and expense.

Consignees of Cargo from SINGAPORE and

No Fire Insurance has been effected.

Hongkong, 15th November, 1909. [1413

FITHE P. & O. S. N. Co.'s Steamer" "ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed AT THEIR BISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Gods are landed. This vessel brings on Cargo:-

From London, &c., ex s.s. "Mongolis."
From Calcutta, ex s.s. "Sunda." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless

instructions are given to the contrary, within Goods not cleared by the 18th Nov., at 4 P.M., will be subject to rent. ...

No Fire Insurance will be effected by in any case whatever. Damaged packages must be left in the Godowns for examination by the Consigner's and the Company's representative at an appointed

hopr. All claims must be presented within ton days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT.

Superintendent. Hongkong, 11th November, 1909. 'SHIRE" LINE OF STEAMERS, LTD.

FROM EUROPE VIA COLOMBO AND STRAITS.

NOTICE TO CONSIGNEES.

DENBIGHEHIRE,

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 20th inst., at 6 P.M.,

will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowns, where they will be examined at 10 A.M. on the 19th inst. No Claims will be admitted after Goods have left the Godowns.

neither will they be recognised if presented after 19 days of vessel's arrival here. JABDINE, MATHESON & Co., LTD.,

Hongkong, 13th November, 1909.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS: Per Hanov, from Haiphong, &c., Mrs Mac- in China and Japan for the above Line kensie, Rev. P. Lament, Messrs Baudet, Reboul, are prepared to issue THROUGH BILLS in China and Japan for the above Line OF LADING for all the principal ports in Per Zafiro, from Manila, Mr and Mrs Wood; South Aprica, in connection with Indo-Mr and Mrs Wolfe, Mr and Mrs Osberne, Mrs China Steam Navigation Co.'s fortnightly. service hence to CALCUTTA. Sailings from Topasis, and R. Martin, Commissioner Legarde, Calcutta for Cape Poets every fortnight. For Freight and further particulars,

apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898.

LABUAN COAL.

PACOTICE-THIS COAL can only be obtained from THE LABUAN COAL FIREDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan." BRADLEY, & Co, Agents:

Hongkong, 12th August, 1909,

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